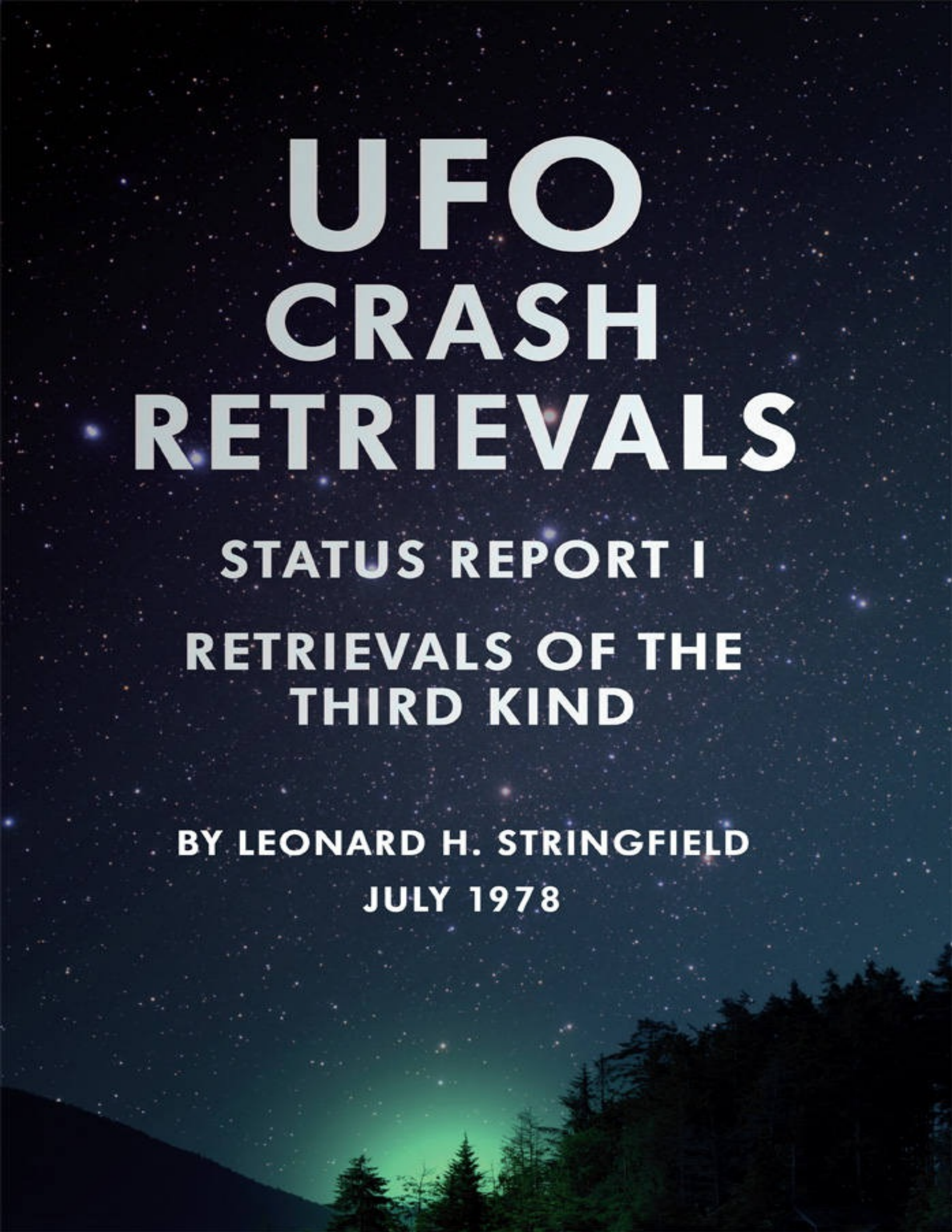
UFO
CRASH
RETRIEVALS
STATUS REPORT I
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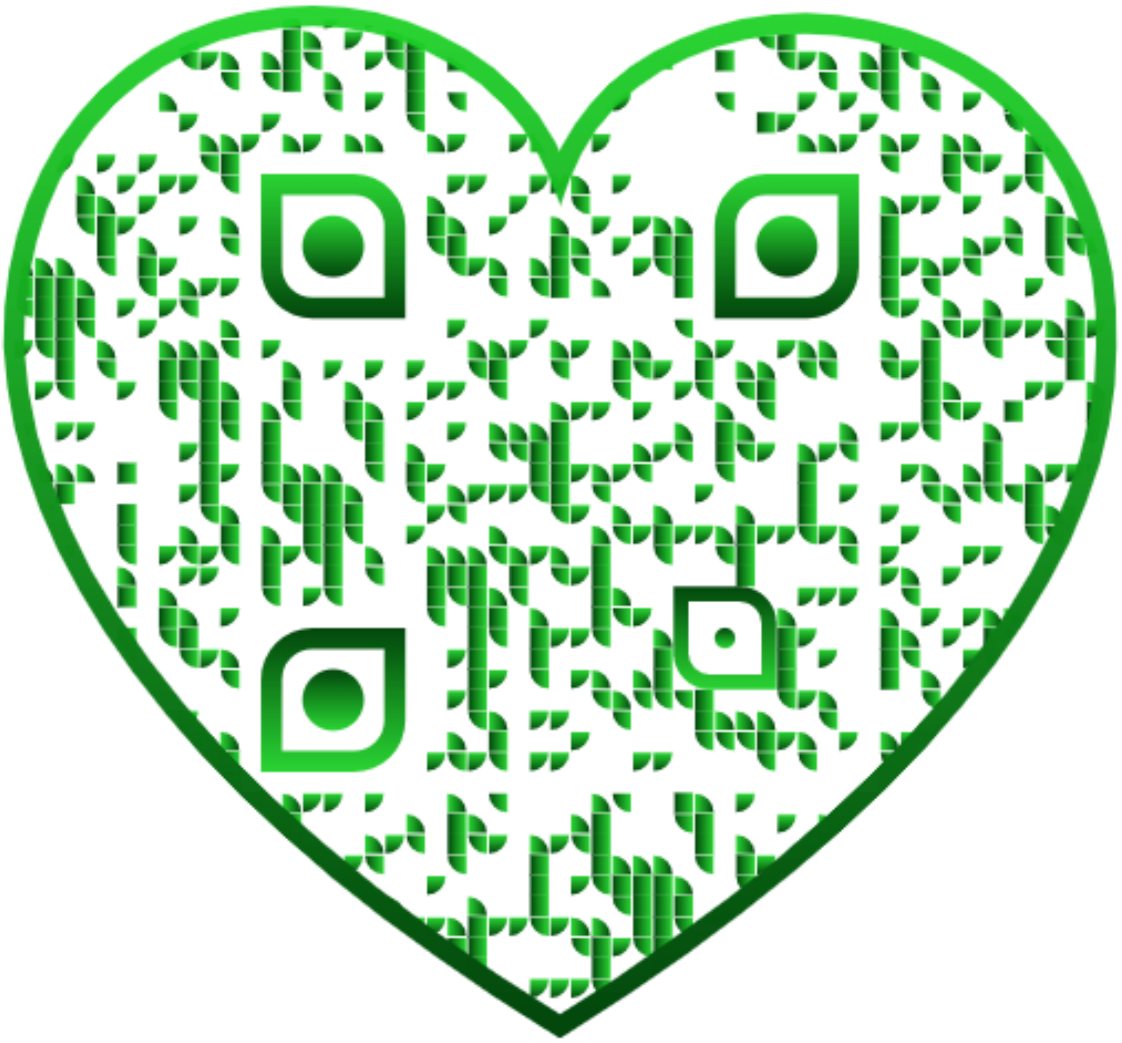
THIRD KIND
BY LEONARD H. STRINGFIELD
JULY 1978



UFO CRASH RETRIEVALS

STATUS REPORT I
RETRIEVALS OF THE THIRD KIND

By Leonard H. Stringfield

Edited by Charles Bowen

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Contents

Retrievals of the Third Kind - Part 1

Retrievals of the Third Kind - Part 2

Retrievals of the Third Kind - Part 3

Appendix
    Close Encounters of An Unthinkable and Inadmissible Kind

RETRIEVALS OF THE THIRD KIND – Part 1

A Case Study of Alleged UFOs and Occupants in Military Custody

Leonard H. String field

This contribution to FSR is based on a paper delivered by the author at the MUFON Symposium on July 29, 1978.**© Leonard H. Stringfield****(address: 4412 Grove Avenue, Cincinnati, Ohio 45227, USA)**.

SINCE the advent of the UFO, dating back to World War II when there was official recognition of the "foo fighter," one hard fact stands out: the world public at large still disbelieves its existence. Another fact: most of our world's scientific community does not believe in UFOs either, although a small number of its Fellowship today will admit their puzzlement, and sometimes curiosity, over the persistence of UFO reports.

For those of us dedicated to serious UFO research, working in all professional levels, there is no doubt that a real interloper from somewhere exists! Knowing this is frustrating. Today, after 31 years of prodigious effort, our research has failed to discover, or uncover, the real nature of the UFO, its origin or intent and I hasten to add, to force open the door of alleged official secrecy behind which may be concealed the hard evidence, or, if you will, the extraordinary and sobering *proof* we have all sought.

Today, considering the long, evasive history of the UFO, and an equally evasive official posture, our research stands at a critical crossroad. Here we find a two-way split-off, a growing and sharpening divergence of opinion about the nature and origin of the UFO.

One view entertains the notion that the UFO is a paraphysical or psychical visitant from another realm, or of another dimension, and that all the paranormal evidence reportedly associated with the UFO precludes a simple "nuts and bolts "physical explanation. This hypothesis, in the view of some researchers, rules out the interplanetary "nuts and bolts" spaceship.

The other major hypothesis, and now considered a conservative view, postulates that the UFO is a structured machine and comes from across the vast reaches of space and time from another solar system. This belief maintains that the extraterrestrial race has, by virtue of its advanced technology, overcome the problem of spatial distance and

has developed great psychical powers by which it can manipulate man's mind when it sees fit to do so. Thus, in this postulation, the reported paranormal events can also be explained. *

Of course, there are many other provocative splinter theories, some interlacing the two major hypotheses and some radically disregarding the known facts. Theories are free, and are a dime a dozen.

In its honest endeavour to proceed down either hypothetical path, research today continues to investigate UFO reports, correlate and compute the reported data, computerize photographs, conduct conferences and symposia, and drudge over the 13,000 UFO reports released by the Air Force's former Project Bluebook which have been made available for public study at the National Archives in Washington, D.C. Therefore, it is not by accident that UFO researchers have provided for their brethren, a convenient language by which to describe events and, more specifically, a terminology so that UFO reports can be classified.

Speaking of terminology, we borrow a page from the eminent Dr. J. Allen Hynek's book *The UFO Experience, A Scientific Inquiry*. From this major work, we now have Close Encounters of the First, Second and Third Kind, which are labels covering a hypothetical set of conditions wherein the human witness observes or experiences a UFO at close range. These include physical or electromagnetic effects on a witness or his surroundings, or an encounter with a strange alien being.

Popularized by the movie of the same name "Close Encounter of the Third Kind" has become a household name. Now anybody and everybody can share in an awareness of these rare and bizarre events. But there is another event of the Alien Third Kind. This is an event known mainly through rumour. Even knowledgeable researchers admit they know of it only from shadowy sources, and when they pursued these, they encountered sudden dead ends.

Through patience, perseverence and careful, courteous diplomacy, I have wended my way through the many shadowy mazes and found, to my surprise, sources of light at many of the so-called dead ends. What I have learned from these sources describes events which I shall call, "Retrievals of The Third Kind."

Retrievals of The Third Kind, of course, relate primarily to the alien being. To be more precise, I refer to incidents where a UFO allegedly crashed, and both it and the occupants were retrieved by military personnel who were dispatched to the scene. According to my sources, these immobilized craft and deceased occupants, described as humanoid, have been placed in custody at certain military installations where they were studied under the highest security measures.

Now, for the first time, sufficient data have been amassed to lend support to some of the old retrieval claims. But, looking back to the 1950's, there was little or no desire then to pursue the reported claims. At that time active researchers, including myself, did little more than scoff. We thought we had good reason.

The cause of this "scoffing" was one grand hoax. Here, I refer to a book, *Behind the Flying Saucers* by the late Frank Scully, published in 1950. Briefly, it told about a reported saucer crash in Aztec, New Mexico in 1948. Scully went on to relate that a scientist he had met, had possession of metal artifacts taken from inside the craft which was proof that the saucer was from outer spac. Investigation, however, revealed Scully's scientist to be a fraud. With the book's subsequent exposure as a hoax, which got a lot of publicity, it became unfashionable for any objective researcher to write or talk about crashed UFOs and their alleged "little men."

Adding fuel to the fire of a condemned book were strong Air Force denials in 1954 that a retrieved UFO was in hiding at Wright-Patterson AFB. I remember calling Lt. Colonel John O'Mara, Chief of Intelligence, at the air base, inquiring about the alleged retrievals. His reply, in part, "Ridiculous!"

So completely was Scully's retrieval story put down that some researchers today wonder, in retrospect, if the book and/or its exposure were contrived. And, despite denials and the suspicions of research, the crash and retrieval stories persisted. Then, like a bolt from the blue, while preparing the manuscript for my book, *Situation Red, The UFO Siege*, to be published by Doubleday, some new reliable sources opened up. Then, once again to my surprise, after the release of my book in 1977, still more sources surfaced to talk about what they knew. Then one by one the jig saw pieces began to fit together and a picture emerged.

Now, I believe this is the time and certainly the place — Dayton, Ohio, and so close to Wright-Patterson AFB — that we must face this greatest of issues head-on. We must now take a new and honest look at the old rumours. And, we must also take a new look at the possibility of a grand official cover up and why.

If any one of the alleged retrieval incidents is true, or if only one of my informants is telling the truth, then human-kind is in for a shock. *The impact of its sudden revelation — or forced admission — through official pronouncement, would probably shake up man's lifestyle, his philosophies and even his economy*.

And, if it is true that alien humanoids have been retrieved and are held in a preserved state at one or more military installations, then our government, and all consorting governments, responsible for this concealment will have to explain their policy of prolonged secrecy. We may then rightly ask what else is hidden about the UFO of a more frightening nature?

Probably following any official pronouncement of this magnitude, there would be strong public reaction. There would be demands for more hidden facts, and as always, the blame would have to be pinned onto someone, or some agency. Certainly at the top of the list would be the military establishment, and other covert intelligence agencies.

Also to blame would be the media. Where was their prowess in probing for the truth? It seems strange that some of their audacious members who helped bring down a president failed to reach the right people with the right UFO facts — or, were they, too,

in certain key areas, a part of the big cover up?

And UFO research, too, can share in some of the blame. Too much disunity among the major research groups is one factor. Perhaps a more concerted action would have carried more weight at critical moments when pressures were put to bear in areas of known cover-up. Also, perhaps, too much time has been spent by influential researchers looking for a paranormal answer for the UFO. One fact has stood out for years. The average reported UFO appears to be a metallic, structured craft with windows, and, when in a landing position, sometimes uses tripods. While this general description may apply to a vehicle from any other mysterious realm, it does suggest that the design is more a feat of engineering than of psychical or spiritual manifestation.

And now for an academic thought. Is it right or wise for research or myself — to try and pry open the lid of a possible Pandora's Box? Is it not morally light to know about the crashed UFO and its alien occupants? Is there something sinister about the continuing surveillance of Earth?

And what, you may ask, is my own opinion of my informants endowed with such powerful testimony? Frankly, cannot refute the credibility of any of my informants. They are from scattered areas, many of whom I have pursued with great effort. Knowing something about the character of each of them, suggests that none is hoaxing, and, it is difficult to believe that any one of them was a "plant," and, even if one or two were "plants," what about the others? And, I may ask, why plant the kind of information that could work against the official position which is to play down the notion of secrecy about UFOs?

It is with equal candour that I must state that I am not in a providential position to pass a positive or final judgement on the retrievals stories or on my informants. On this tenuous ground I must allow for some marginal error in observation or tiny flaw in human judgement for each reported account. However, let me quote an old adage: "Wherever there is smoke there is fire," and from my position I certainly can see a helluva lot of smoke!

Now, let me switch from my beliefs to yours and consider what you may think about me relative to my expose. To help guide your appraisal, allow me to state that I personally have neither seen a retrieved UFO, nor parts of one, nor its occupants.

Also, for the record, I do not possess a single affidavit to prove that any one of my informants has seen a retrieved craft or its occupants. I have only their names and their testimony. Unfortunately, I cannot use these names. Anonymity has been requested and will be respected. The reasons should be obvious to all. In essence, therefore, the cases I present in this paper without names to back up the informant's testimony can be construed as hearsay.

If perchance hearsay is to be my undoing, then I must make my stand on the merits of my own credibility, which I trust has already been established in my 29 years of UFO research. You are the judge and jury. I will now proceed with the testimony of my

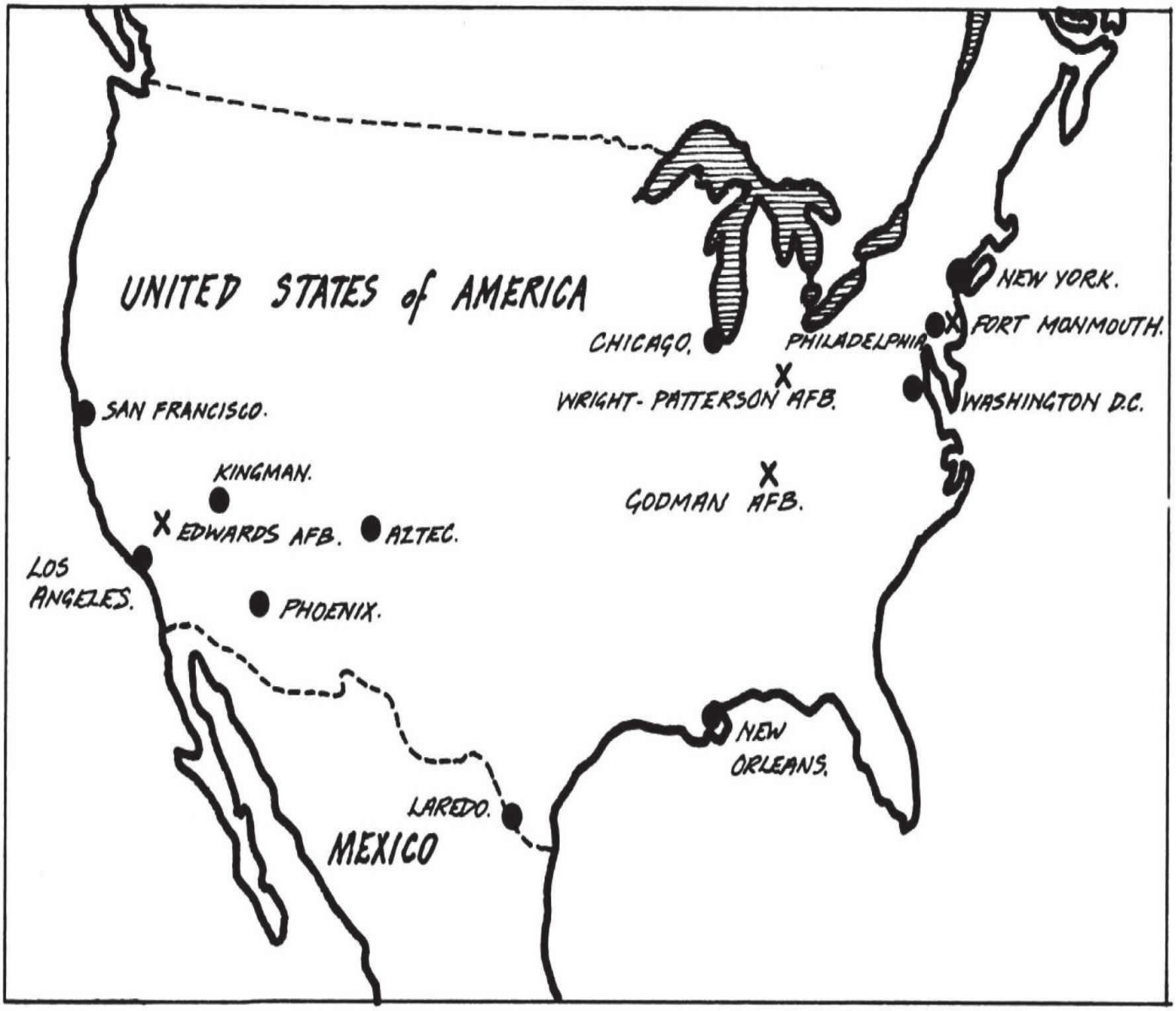
informants concerning Retrievals of the Third Kind in the following abstracts:

ABSTRACT I: UFO down in Mexico, near Laredo, Texas

In 1948, according to reports from hazy sources, a UFO with occupants numbering anywhere from one to sixteen, had crashed in a desert region of the South Western United States, or Mexico, and was retrieved by U.S. military authorities. But the reports never got beyond rumour because 1948 was the year when Frank Scully's book unloaded an alleged hoax on the public about a crashed UFO at Aztec, New Mexico.†

In the fall of 1977 new word of a 1948 crash came to me from a well-informed military source. His information, however, was scanty. He had heard from other "inside" military sources that a metallic disc had crashed somewhere in a desert region. His only details indicated that the craft had suffered severe damage on impact and was retrieved by military units.

By coincidence, weeks later in 1977, I was to learn more about a crashed disc occurring in 1948. This came from researcher Todd Zechel, whom I had known since 1975 when he became Research Director of Ground Saucer Watch. Formerly with the National Security Agency, Zechel stated that an Air Force technician told him that his uncle, then a Provost Marshall at Carswell Air Force Base near Ft. Worth, Texas, had taken part in the recovery of the crashed UFO which was described as a metallic disc, 90 feet in diameter.



The crash occurred about 30 miles inside the Mexican border across from Laredo, Texas, and was recovered by U.S. troops after it was tracked on radar screens. The job assigned the Provost Marshall, now a retired colonel, was to cordon off the crash site. The retired colonel, now living in Florida, was tracked down by Zechel. Among other facts revealed by the colonel was that found aboard the craft was one dead alien described as about 4 feet, 6 inches tall, completely hairless, with hands that had no thumbs.

Zechel learned from his source that the troops involved in the retrieval were warned that if they said a word about the incident they would be the "sorriest people around."

Continuing his investigation, Zechel pieced together other eyewitnesses to the 1948 crash event. In his statement, Zechel relates the following: "I traced another Air Force colonel, now retired in Harrisburg, Pennsylvania. He had seen the UFO in flight.

He was flying an F-94 fighter out of Dias Air Force base in Texas, and was over Albuquerque, New Mexico, when reports came of a UFO on the West Coast, flying over Washington State. Radars clocked its speed at 2,000 miles per hour.

"It made a 90-degree turn and flew east, over Texas. The colonel, then a captain pilot, actually saw it as it passed. Then suddenly it disappeared from radar screens. At Dias base, the radar operators plotted its course, and decided it had crashed some 30 miles across the Mexican border from Laredo. When the captain got back to base, he and a fellow pilot got into a small plane and took off over the border after the UFO. When they landed in the desert at the crash site, U.S. troops were there before them.

"The craft was covered with a canopy, and the two pilots were not allowed to see it. They were then called to Washington, D.C. for debriefing and sworn to secrecy about the whole event."

Zechel also traced a U.S. naval intelligence officer who was in Mexico City at the time of the crash. He was rushed to the spot, but got there just as the craft was being loaded on to military trucks.

Comment

Todd Zechel related to me by phone on March 15, 1978, that additional details pertinent to this 1948 incident will be made known in his forthcoming book, *Under Intelligent Control*, to be published in 1978.

Zechel also related that he has a signed affidavit by the retired Air Force Colonel who was involved in the cordoning-off operations.

ABSTRACT II: Retrieval of burned-out craft with small dead bodies

1952, the year of a great wave of UFO sightings throughout the U.S.A., can also share in the history of retrieval data.

My information for one known UFO crash incident in 1952 comes from a reliable person in a technical position at a large General Electric plant. His brother, who wishes to be unnamed, was on duty as a radar specialist at Edwards Air Force Base, California, in 1952, when he saw a UFO descending toward Earth at great speed across his radar screen. When the UFO had been confirmed to have crashed, the Captain on duty gave him instructions: "You didn't see anything!"

A short time later the specialist learned from base officials that an unidentified craft did crash in a nearby remote desert area. The retrieved craft was more than 50 feet in diameter with a row of windows around its equator. Its metallic surface was in a burned-blackened condition. He also had heard that the craft was occupied by dead humanoid bodies approximately 4½ feet tall.

Also, the specialist recalls that he had heard reports that the damaged craft was held temporarily in a hangar at Edwards Air Force Base before it was shipped by truck

to Wright-Patterson Air Force Base.

Comment:

I had asked my informant if I could discuss this incident with his brother, but when he checked by phone he was reminded that the incident was classified as secret and that the brother would not be in a position to disclose further details.

In possible conjunction with this 1952 event, I have talked with two sources who had witnessed a large military vehicle or lo-boy drag, with suspicious cargo under tarpaulin, destined for Wright-Patterson Air Force Base. One observer was quartermaster at Godman Field, Kentucky, when the lo-boy, under heavy guard at night, made a transient stop there. Word on the base was that its hidden cargo was a crashed UFO.

Other witnesses, who had observed a strange cargo being transported on a lo-boy into Wright-Patterson AFB in 1952 were a man and his wife, then residing in Circleville, Ohio. By telephone in 1952, they claimed that while driving their car near the base that traffic was stalled. Escorting the vehicle, they said, was a motorcade of military police.

ABSTRACT III: Bodies of small ufonauts allegedly seen on truck entering Wright-Patterson AFB.

Additional testimony in support of a crashed UFO incident in 1952 comes from an unquestionable source: John Schuessler, Deputy Director of MUFON, and engineer for McDonnell Douglas at NASA; his data comes from his father and stepmother, who, equally unquestionable, secured their data in 1968 from an unquestionable first-hand source, who was their neighbour in a small town in Pennsylvania.

According to John Schuessler, his family's close friend was formerly a civilian guard serving at a Receiving Gate for internal security at Wright-Patterson AFB. While on duty, sometime in 1952, he witnessed a tractor with lo-boy hauling a tarpaulin-covered craft into a tight security area at the base.

The guard also had told the Schuesslers that at the Receiving Gate he witnessed the deceased bodies recovered from the crashed UFO at a site vaguely referred to as somewhere in the U.S. Southwest.

The guard described the bodies, packed in crates, as being "little people" or humanoids. It is not known whether the bodies arrived at the same time at the base as the craft on the Io-boy or at another time by other means. One point he did make clear to his Schuessler friends about the area in which he worked: "Everything delivered had to pass by me."

John Schuessler said he tried to follow up to get more information by arranging a meeting with the former guard through the influence of his parents. But, his efforts were

futile. Said John: “He refused to talk about it, even to me.”

Comment

The brief testimony of the Security Guard at Wright-Patterson AFB, and that of the radar specialist at Edwards AFB (cited in Abstract II) suggests that the official cover-up of vital UFO data is so great that some of it which concerns the captive craft and occupants is under a special system of files — and has always been independent of those maintained by Project Bluebook and, perhaps is *without* classification, so that even the Freedom of Information Act cannot reach them.

Probably the area in which the Security Guard had served his tenure of duty from the late 1940s to the mid-1950s, was the same as that referred to by Senator Barry Goldwater in his letter to me dated December 3, 1974, in which he stated ... “I made an effort to get into the room at Wright-Patterson where the information was stored, and I was denied that request...”

ABSTRACT IV: UFO control-panel symbols allegedly seen

More corroborative evidence of a crashed UFO during 1952, and/or earlier, comes from Richard Hall, now MUFON International Co-ordinator and Editor of *MUFON UFO Journal*.

When Hall served as Assistant Director of NICAP he was aware of all communications received by that group. One item received by phone came from a president of a stainless steel company, dated 1957, Coral Cables, Florida. In the same company with this businessman was Bill Nash, former Pan American Airline pilot. He was well-known in the early years of UFO research for his and co-pilot Bill Fortenberry’s outstanding sighting, on July 15, 1952, of eight circular bright red UFOs manoeuvring under their aircraft.

Nash revealed by phone to NICAP that he had interviewed a young lady who had worked in Communications, Army Intelligence at a base in Arizona. The date was around 1952. She reported that for a two-week period her base was on red alert for a possible attack by UFOs. One UFO she said had landed or had been brought down and had been sent to Wright-Patterson for analysis. She added that the UFO’s interior control panel showed markings or symbols. She also saw a photograph of the object but was unable to give precise details.

More on Bill Nash: In the March, 1965 issue of *Saucer News*, published monthly by James W. Mosle’y in Fort Lee, New Jersey, the following story told about Nash’s and Fortenberry’s experience during their interrogation by Air Force Intelligence following their aerial encounter with UFOs. The article, entitled “Reconsidering The Mysterious Little Men,” by Keith Roberts, quotes Nash as saying: “Before the interview, Fortenberry and I had agreed to ask the Intelligence men if there was any truth

behind the rumour that the Air Force had one or more saucers at Wright-Patterson Field. Bill remembered to ask, and one of the investigators answered, 'Yes, it is true!' Later, when we were all in one room, following separate de-briefings, I remembered to ask the question. All of the investigators opened the mouth at the same time to answer, but Major Sharp, who was in command, broke in with a quick 'NO!' It appeared as if he was telling the others to shut up..."

Quoting further from the *Saucer News* article, "Nash said that an unnamed informant told him that *Life* magazine had been briefed by U.S. Intelligence to the effect that the government does have crashed saucers..."

Comment:

First, if it is necessary to establish that Bill Nash was a Pan Am pilot who, with co-pilot Fortenberry, had a significant UFO sighting in 1952, researchers will find an account of their encounter fully recorded in an issue of *True* magazine in 1953. Also, while editor of *Orbit* in the 1950s, I had an exchange of correspondence with Bill Nash, so he is no figment of the imagination.

Incidentally, in a telephone comment to NICAP in 1957, Nash said that Pan American Airlines had asked him not to link his company with any more public statements or appearances. In reference to the young lady's disclosures about symbols, or glyphs, appearing inside the UFO, I have heard from another reliable military source in 1978 that he had seen photographs showing such markings at Wright-Patterson Air Force Base.

ABSTRACT V: Claim by radar specialist to have seen film of UFO and dead occupants

Mr. T., who holds a high technical position in civilian life today, was aged 20 in the Spring of 1953, and was a radar specialist with secret security clearance. While stationed at Ft. Monmouth, New Jersey in 1953, he and a small select number of radar specialists were summoned to view a special film at the base theatre.

Without any briefing, the 16 mm movie projector was flicked on, and the film began to roll on the screen, showing the usual flaws and scratches found in combat photography film. Suddenly, without any titles or credits, or music, there appeared a desert scene dominated by a silver disc-shaped object embedded in the sand with a domed section at the top. At the bottom was a hatch or door that was open.

In the next scene, Mr. T. recalls seeing 10 to 15 military personnel all dressed in fatigues and all without identification patches, standing around what appeared to be the disabled craft. By judging their height against the UFO, Mr. T. determined that its width was approximately 15 to 20 feet, and that an open hatch or door at the bottom was about 2½ feet wide and perhaps 3 feet high. At this point Mr. T. had no idea of the movie's

purpose. I asked about the activity of the personnel? “They were just looking at the object,” he said.

Then the movie switched to what appeared to be the interior of the craft. A panel with a few simple levers was shown, and he remembers being impressed by the muted pastel colours and sudden glares of white — a sign of poor photography.

Again there was a change of scene. Now in view were two tables, probably taken inside a tent, on which, to his surprise, were dead bodies. Two were on one table, and one on another.

Mr. T. said the bodies appeared small by human standards, and most notable were the heads, all looking alike, and all being large compared to their body sizes. They looked mongoloid, he thought, with small noses, mouths and eyes that were shut. He didn’t recall seeing ears or hair. The skin, he said, was leathery and ashen in colour. Each wore a tight-fitting suit in a pastel colour.

The sight of the dead bodies was the end of the movie. Whereas most military movies credit the Signal Corp or some other source, this one “stopped cold,” said Mr. T. When the lights came on again in the theatre, the officer in charge stood up and instructed the viewers to “think about the movie,” and added firmly: “Don’t relate its contents to anyone.” Mr. T. said in good faith that he didn’t even tell his wife who lived near the base.

To Mr. T.’s surprise, two weeks later he was approached by an Intelligence Officer on the base and told: “Forget the movie you saw; it was a hoax.”

Shortly after seeing the movie he heard from a couple of top security officers on the base that a UFO had crashed in New Mexico and had been recovered with its occupants. The date of the crash was 1952, said Mr. T.

Commented my informant, “The 5-minute long movie certainly was not a Walt Disney production. It was probably shot by an inexperienced cameraman, because it was full of scratches, and had poor colouring and texture.”

Mr. T., when asked about his interest in UFOs, claimed that neither then nor now was he interested, but he has always been curious about the purpose of that film in relation to his work in radar. Years later, he met an old army acquaintance who also was a radar specialist. To T.’s surprise, he learned from this man that he, too, had seen the same film at another base under the same similar hush-hush conditions.

Comment:

Considering the credibility status of my informant, I believe he saw the movie and describes the subject matter to the best of his recollection. Regarding the subject matter, he believes that the crashed craft and the dead bodies were *bona fide*. It would have been difficult, even for a major Hollywood studio, to have made dummy bodies look so real for use in what was otherwise a make-shift film. And for what morbid purpose?

ABSTRACT VI: official investigation of crashed object; armed guard on tiny dead ufonaut

Research Director for MUFON, Raymond E. Fowler of Wenham, Massachusetts, watched incredulously as Fritz Werner signed the following affidavit, dated June 7, 1973:

> "I, Fritz Werner, do solemnly swear that, during a special assignment with the U.S. Air Force on May 21, 1953, I assisted in the investigation of a crashed unknown object in the vicinity of Kingman, Arizona.
>
> "The object was constructed of an unfamiliar metal which resembled aluminium. It had impacted 20 inches into the sand without any sign of structural damage. It was oval and about 30 feet in diameter. An entranceway hatch had been vertically lowered and opened. It was about 3½ feet high and 1½ feet wide. I was able to talk briefly with someone on the team who did look inside only briefly. He saw two swivel seats, an oval cabin, and a lot of instruments and displays.
>
> "A tent pitched near the object sheltered the dead remains of the only occupant of the craft. It was about 4 feet tall, with dark brown complexion and it had 2 eyes, 2 nostrils, 2 ears, and a small round mouth. It was clothed in a silvery, metallic suit and wore a skull cap of the same type of material. It wore no face covering or helmet.
>
> "I certify that the above statement is true by affixing my signature to this document on this 7th day of June, 1973.

According to Ray Fowler, a researcher of the highest credentials, here is Werner's story:

> "I was project engineer on an Air Force contract with the Atomic Energy Commission for 'Operation Upshot-Knothole' at the atomic proving ground, Nevada. My job involved the measuring of blast effects on various types of buildings especially erected for the tests.
>
> "On May 20, 1953, I worked most of the day at Frenchman Flat. In the evening, I received a phone call from the test director. Dr. Ed Doll, informing me that I was to go on a special job the next day. On the following day, I reported for special duty, and was driven to Indian Springs Air Force Base, near the proving ground, where I joined about fifteen other specialists. We were told to leave all valuables in the custody of the military police. We were then put on a military plane and flown to Phoenix, Arizona. We were not allowed to fraternize. There, we were put on a bus with other personnel, who were already there. The bus windows were blacked out so that we couldn't see where we were going. We

rode for an estimated four hours. I think we were in the area of Kingman, Arizona, which is North West of Phoenix and not too far from the atomic proving ground in Nevada. During the bus trip, we were told by an Air Force full colonel that a super-secret Air Force vehicle had crashed and that, since we were all specialists in certain fields, we were to investigate the crash in terms of our own speciality and nothing more.

"Finally, the bus stopped and we disembarked one at a time as our names were called, and were escorted by military police to the area that we were to inspect. Two spotlights were centered on the crashed object, which was ringed with guards. The lights were so bright that it was impossible to see the surrounding area. The object was oval and looked like two deep saucers, one inverted upon the other. It was about 30 feet in diameter, with convex surfaces, top and bottom. These surfaces were about twenty feet in diameter. It was constructed of a dull silver metal, like brushed aluminium. The metal was darker where the saucer 'lips' formed a rim, around which were what looked like 'slots.' A curved open hatch door was located on the leading end and was vertically lowered. There was a light coming from inside but it could have been installed by the Air Force.

"My particular job was to determine, from the angle and depth of impact into the sand, how fast the vehicle's forward and vertical velocities were at the time of impact. The impact had forced the vehicle approximately twenty inches into the sand. There was no landing gear. There were also no marks or dents, that I can remember, on the surface — not even scratches. Questions having nothing to do with our own special areas were not answered.

"An armed military policeman guarded a tent pitched nearby. I managed to glance inside at one point, and saw the dead body of a four-foot, human-like creature in a silver metallic-looking suit. The skin on its face was dark brown. This may have been caused by exposure to our atmosphere. The face was not covered but it had a metallic skull-cap device on its head.

"As soon as each person finished his task, he was interviewed over a tape recorder and escorted back to the bus. On the way back to the bus, I managed to talk briefly with someone else going back to it at the same time. He told me that he had glanced inside the object and saw two swivel-like seats, as well as instruments and displays. An airman who noticed we were talking separated us and warned us not to talk with each other.

"After we all returned to the bus, the Air Force colonel who was in charge had us raise our right hands and take an oath not to reveal what we had experienced. I was instructed to write my report in longhand and not to type or reproduce it. A telephone number was given me to call when the report was complete. I called the number, and an airman picked up the report.

Ray Fowler states that Werner held several engineering and management positions at Wright-Patterson AFB between June 1949, and January, 1960. During that period, he worked in the Office of Special Studies of what was then the Air Material Command Installations Division. Later, he designed aircraft landing gear, and became Chief of alighting devices within the Aircraft Laboratory at Wright Air Development Center. At the time of the alleged incident, he was on assignment to the Atomic Energy Commission at the Atomic Proving Ground in Nevada.

Fowler also states that Werner told him that he sympathized with the Air Force's secret handling of the UFO problem and added that the Air Force did not know where UFOs originated. Werner also said that the Air Force believed that the UFOs were interplanetary vehicles but that they did not know how to handle the situation. They did not want to create panic.

Comments Fowler: There were some inconsistencies in Werner's story, but most of them appeared to be in the realm of memory lapses and exaggerations by the witness. Former employers that were checked held him in high esteem, and all described him as a highly competent and moral individual. Having published a number of technical papers, Werner also holds membership in the American Association for the Advancement of Science.

In Fowler's continuing evaluation he cites one piece of evidence which seems to give a strong element of truth to Werner's account. In an attempt to pin down the exact date of the alleged incident, Werner agreed to show his diary he kept in those days. On its aging pages, for May 20, 1953, it read in part: "Well, pen's out of ink. Spent most of day on Frenchman's Flat surveying cubicles and supervising welding of a (one word illegible) bridge which cracked after last shot. Got funny call from Dr. Doll at 1000. I'm going on a special job tomorrow." On May 21st, the diary read: "Up at 7.00. Worked most of day on Frenchman with cubicles. Letter from Bet. She's feeling better now — thank goodness. Got picked up at Indian Springs AFB at 4.30 p.m. for a job I can't write or talk about."

Comment:

In my book *Situation Red*, I cover the Werner story in full, based on my conversations with Ray Fowler. Said Fowler, "With more substantiation, it could blow the lid off secrecy." I agree. One final note: the name Fritz Werner is fictitious, but I feel that his story, although enbellished, is basically true. One Intelligence source commented: "A lot of it is story."

ABSTRACT VII: Air Force metallurgist analysed metal of crashed UFO

Finally a name of a witness surfaces — an Air Force Major named Daly, who was a metallurgist stationed at Wright-Patterson AFB in 1953 — who relates his

adventures with a crashed UFO.

The source for this information comes from fellow Cincinnati-based researcher, Charles Wilhelm. He related, in 1968, how a friend of his father was flown to an unknown destination in April 1953. The place was hot and sandy, and he was to examine the crashed UFO. He was blind-folded and driven to a point about 30 minutes away from a base of operations. There, inside of a tent standing in soft sand, his blind-fold was removed. From there he was taken to a location where he saw a silvery metallic craft about 25 to 30 feet in diameter. The exterior of the craft, he said, was not damaged, however, his on-the-spot two-day analysis of the ship's metal, using the equipment he carried with him, showed that it was not native to Earth.

Major Daly, although he was not permitted to enter the craft, observed that the craft's entrance measured four to five feet high and two to three feet wide.

Comment:

Major Daly's blindfolded trip to the crash site, similar to that of Fritz Werner's, indicates that it was common procedure for the military to use extreme security measures relative to UFO retrievals. It is to be noted that Major Daly's experience takes place in April, a month shy of Fritz Werner's which was in May of the same year. Also, to be noted is that Daly did not see any dead alien bodies. Maybe they had already been removed, or, if the craft was found undamaged, as he attested, it is possible the occupants managed to evade capture. Or, perhaps there were two crashes in a desert area in the Spring of 1953. If, however, the reports of Werner and Daly describe the same crashed UFO event, it is possible that Daly gave the wrong month.

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* *[The Editor of FSR and his consultants have long considered it possible that visitants from extraterrestrial — or other — regions could be capable of inducing paranormal phenomena, or of projecting images into the minds of human observers, or even of influencing or imposing controls on those observers, so creating the impression that the UFO phenomenon is of a psychic nature* – C.B.]

† [*Refer to Gordon Creighton's article* "Close Encounters of an Unthinkable and Inadmissible Kind" *and particularly to the Section on page 28 wherein he discusses the Scully book.. I posssess a Gollancz 1955 edition of the book, and in it the copyright is attributed to Frank Scully in 1950, which is also shown as the date of first publication. I can confirm too that Scully gives the date of the Denver lecture as March 8, 1950, all of which seems to conflict with Mr. Springfield's 1948 dating – EDITOR]*,

RETRIEVALS OF THE THIRD KIND– Part 2

A Case Study of Alleged UFOs and Occupants in Military Custody

Leonard H. String field

This contribution to FSR is based on a paper delivered by the author at the MUFON Symposium on July 29, 1978.**© Leonard H. Stringfield****(address: 4412 Grove Avenue, Cincinnati, Ohio 45227, USA)**.

THE first part of this paper concluded with Abstract VII in which for the first time the name of a witness had been given. The witness, an Air Force Major named Daly, claimed that in April 1953, he had conducted an analysis of the metal of a crashed UFO. Unfortunately, but understandably, we are obliged to return in the next few abstracts, to testimony from un-named witnesses, but from time-to-time, I am happy to say, a name emerges.

Abstract VIII: Features of dead humanoids described and one seemed to be female

"I'm almost positive it happened in 1953" said my informant, a man with a long career as a pilot in the military, who held the rank of warrant officer in the army during the early 1950s. Now serving in the Air National Guard, he stood by me, facing a large wall map of the U.S.A. in a backroom of the Administration Building at Lunken Airport in Cincinnati. Earlier, in a large front room, before about 25 pilots, I had just spoken on the subject of UFOs. It was now the late summer of 1977, as the man tried to recall the exact time when he stood as a witness, at a distance of about 12 feet, peering at five crates on a fork lift inside a hangar at Wright-Patterson AFB.

In each of three crates, he said, were the recovered dead bodies of small humanoids; the contents of the other two crates were not discernible. As he related this astonishing information in a matter-of-fact manner, he pointed vaguely to an area in Arizona on the map. "Here's where it approximately happened," he said. "It was in a desert area but I don't have the name of the location."

There was no one else in the map room when he told me about the incident. He made certain of that. "It's still a secret, and at the time I had to swear to it." he said. "I

was in the right place at the right time when the crates arrived at night by DC-7."

As we stood at the map, my informant described what appeared to be hastily prepared wooden crates. In these, little humanoids, appearing to be four feet tall, were lying unshrouded on a fabric, which he explained prevented freeze burn from the dry ice packed beneath. As a number of Air Police stood silent guard near by the crates, he managed to get a reasonably good but brief glimpse of the humanoid features. He recalls that their heads were disproportionately larger than the bodies, with skin that looked brown under the hangar lights above. The head appeared to be hairless and narrow. The eyes seemed to be open, the mouth small, while the nose, if any, was indistinct. The humanoids' arms were positioned down alongside their bodies, but the hands and feet, he said, were indistinct. When asked about their attire, he said they appeared to be wearing tight-fitting dark suits and, because of the tight-fit, there was one revealing feature — and a surprising one at that — for one of the humanoids appeared to him to be female. He added: "Either one of the aliens had an exceedingly muscular chest or the bumps were a female's breasts." Later, he learned from one of the crew members, with whom he bunked at the barracks, that the body of one of the aliens was, indeed, that of a female.

My informant also heard from the crew member that one of the little humanoids was still alive aboard the craft when the U.S. military team arrived. Attempts made to save its life with oxygen were unsuccessful.

Another question, an important one, was promptly answered by my informant. That question was how the military knew about the crash, and where to go. He said he heard from a crew member that the UFO was picked up by special tracking equipment at Mt. Palomar in California. They provided the coordinates to the military to determine the crash area. The retrieved craft was found intact, he later heard, and was sent to Wright-Patterson. He had no more details as to when or by what means.

Comment

There were other details furnished by my informant concerning his encounter at Wright-Patterson — and on other sensitive UFO issues that might be identifiable or traceable to him. At his request, I have therefore avoided using these data. For certain, there are a lot of things connected with the UFO that the public does not know about.

Abstract IX: More testimony to a 1953 crash, with dead humanoids

The following letter, quoted in part, was received from Richard Hall of MUFON. It is dated April 8, 1964, and the name of the source is deleted on request.

> "Here at school there is an instructor who, during the Korean conflict, was adjutant to an Air Force General at one of our New Mexico proving grounds. I got the following story from him:

"'In 1953 a flying saucer crash-landed near the proving grounds. Air Force personnel immediately rushed to the area and found the saucer, unharmed and unoccupied with doors open. Upon searching the surrounding area they came upon the bodies of the saucer's four occupants, all dead.

"'Shortly after this certain top level personnel were given the true saucer story by Air Force officials. My source was included in this. They were shown the bodies of the four occupants of the ship, which he described as from three to four feet tall, hairless, and otherwise quite human in appearance. An autopsy had been performed on one of them to try to determine the cause of death. No cause for their deaths was ever found. Also at this time they were shown three saucers. He described them as ovoid, with a length of twenty-five feet and a width of thirteen feet. They were shown the interior as well, and there were no visible means of control, no visible means of propulsion. He told me that since that time the Air Force has been working intensely, though unsuccessfully, at trying to discover the means of propulsion.'

"I can vouch for the validity of this information as well as the reliability of the person I got it from. This you can state as positive fact. Due to the fact that he is still affiliated with the armed forces he prefers that his identity remain hidden. He also told me that this is top secret information which is highly guarded to prevent leaks."

Comment

I reserve my personal comment to a quote from Dick Hall's covering letter dated December 23, 1977, as follows:

"The chap mentioned in the letter is the one Todd Zechel finally tracked down,* and I went with him to interview the man, and had a face-to-face meeting with him here in Washington area. He was here on some church-related business. As former aide to a general and command pilot in Vietnam, I couldn't imagine a *less* likely hoaxer. He clearly took UFOs seriously. He wouldn't talk directly about what he had seen, but in company with the general he saw the evidence at Langley AFB, Virginia. Also our informant told us of an Air Force pilot who had told him of the southwest crash story."

Our artsits's impression of one of several persistent rumours, from the cover of FSR Vol. 25, No. 4.

Abstract X: Death-bed confession about dead humanoids

Charles Wilhelm, Director of the Ohio UFO Investigators League in Cincinnati, received the following information in 1966 from a schoolmate friend whose father was witness to a retrieved UFO and its occupants, again in 1953. The father, who made a death-bed confession to his son, had been head of military security at Wright-Patterson.

While on duty, the father related, he saw two disc-shaped metallic UFOs, one was damaged, the other intact. He also witnessed four dead alien bodies, packed in dry ice on their arrival. They were described as 4 to 5 feet tall, with heads disproportionately larger than their bodies and with slanted eyes. He said the rest of their bodies appeared to be human except that the fingers were noticeably longer than ours.

Comment

It seems that 1953 was a busy year for crashed UFOs and military retrievals.

Abstract XI: Saucer in distress: strange effect on vehicle exhausts

With the help of Lou Farish of MUFON I got the phone number of Cecil Tenney, aged 78, in Delta, Colorado, and called him March 7, 1978. I wanted to hear for myself his testimony relative to his alleged observation in 1953, near Dutton, Montana, of a low-level UFO in distress, or in a malfunctioning condition, and what he experienced during Air Force interrogation; also what he saw at the Great Falls AFB, which he believed were the recovered dead alien bodies.

In the fall of that year, near dusk, Tenney, driving alone from Great Falls to his home in Conrad in his pick-up, watched the troubled performance of a large cigar-shaped object near the town of Dutton. Appearing to be about one third the size of a football field, and about 200 feet away, the silvery object pulsated and belched out fire and smoke for about seven or eight minutes.

"It seemed to be trying to pull itself up, but it couldn't," said Tenney. Then he described an explosion and a swooshing sound that was followed by balls of fire hitting the road and as far as he could see. Two or three cars on the road coming from the opposite direction, he said, had their exhausts shooting out flames.

Tenney admitted that he was stunned and frightened by the spectacle. "I got out of there in a hurry," he said, "and stopped at the nearest place with a toilet. This was a beer hall which is about 5 miles beyond Dutton."

There, Tenney was told by the bartender that he "...smelled like lightning." Later, he learned that a state highway patrolman who also saw the UFO in distress had stopped in the saloon, and was given Tenney's name as a witness.

That same evening, according to Tenney, he got a phone call from a colonel at the Great Falls AFB, about 30 miles away. In a gruff voice, Tenney was told (not asked): "I want to see yuh!" He was instructed to report to the Air Base at a certain time the next morning.

When Tenney arrived at the base, he was escorted by two men into a jail-like, cinder block building and was led to the colonel's office. He was grilled with questions for 30 minutes, then he signed a 5-copy statement which was also signed by a notary public.

Following interrogation, Tenney was escorted downstairs and near the entrance door he encountered two military men arriving. Each of them was carrying a large blue bag over his shoulder. He guessed they were laundry bags but according to Tenney the bulges in the bag did not appear to be laundry. As Tenney moved toward the door, one of the men dropped his bag to the floor and it was then that Tenney could recognise the bulges to be shaped more like the protruding limbs of bodies. At this point, he was rudely pushed out of the door and told: "Get the hell out of here!"

Tenney told me he returned to his flower shop in Conrad very concerned about the harsh treatment he got at the base, and wondering about the contents of the laundry bags. Said Tenney, "I can't swear they were bodies, but the bags contained something they

didn't want me to see."

Later Tenney heard of another witness, a brake-man on a passing train, who was knocked to the ground by the UFO's explosion.

Comment

Tenney is the only known witness to the event, with no other names to check for backup. However, he sounded convincing enough on the telephone, and made no hard claims to know the answers to the UFO's erratic or troubled behaviour, its noisy disgorging of flame and smoke, why tongues of fire shot out of automobile exhaust pipes, what the highway patrolman reported to the Air Force, why the colonel was so demanding and the escorts so rude, or what was inside the laundry bags that was so secret. Tenney's guess was that the UFO he had seen in distress had crashed, and the bags contained its dead occupants.

Abstract XII: Revelation by woman who catalogued crashed-UFO material

In the 1940s and 1950s Mrs. G. worked in the Foreign Materials Division, with a top security clearance rating, at Wright-Patterson AFB, and she retired from there in 1959 for health reasons. Charles Wilhelm, who has provided me with some first hand reports from people with information about UFO retrieval or related incidents, got this one from Mrs. G. in 1959. She had known Charles very well as a teenager on two counts: he was a good, honest worker in performing yardwork for her, and for his intense interest in UFOs. When she developed cancer, and knew of her impending death, she decided to relate to him some startling information about her secret duties at Wright-Patterson, and what she saw in the performance of these duties.

In 1955, according to Wilhelm, she was assigned to a post to catalogue all incoming UFO material, during which time approximately 1000 items were processed. These included items from the interior of a recovered UFO brought to the air base. All items were photographed and tagged.

In her cataloguing duties, Mrs. G. also was witness to the conveyance, by cart, of two dead humanoid bodies from one room to another. The bodies, preserved in chemicals, were four to five feet tall, had generally human features, except that the heads were large relative to their bodies, and their eyes were slanted. There was no word as to whether or not the bodies were brought in from a recent crash or had been at the base morgue from an incident occurring in previous years.

After telling Charles Wilhelm some of the barest facts she knew, she commented; "Uncle Sam can't do anything to me once I'm in my grave." Six months later Mrs. G. passed away.

Comment

The brief, but vital facts bared in the testimony of Mrs. G. are not to be underestimated. I firmly believe in Charles Wilhelm, and he, in turn, believed Mrs. G. Wilhelm told me he saw Mrs. G.'s Wright-Patterson AFB ID badge prior to her death.

Abstract XIII: Description of a photograph of alleged humanoid

The late James Mitchell was formerly a Navy specialist who served at an air station in Dallas, Texas, where his duties included the handling of confidential film. After retirement from the Navy in 1966, he became a civil service electrician at Wright-Patterson AFB, holding top secret clearance allowing him to work in high security areas on the base.

In 1977, in association with my regular employment, I met one of James Mitchell's sons. Knowing of my research, he came to my office to tell me of an incident in which his father was involved with the security officials at the Base, for having possession of a photograph of a small alien humanoid allegedly killed following a skirmish with U.S. military forces in Arizona.

According to my informant, he was away from home at college at the time his father brought the photo home from Wright-Patterson in 1966. However, his brother Mike, who now lives in California, was at home at that time and was shown the photo by his father.

In due course, my business associate contated his brother Mike by phone, and asked him to describe the photo and also to comment on his father's actions at that time. Mike obligingly described the photo as a black and white glossy, 8 x 10, showing two men, one wearing khaki, the other a laboratory coat, who were holding up a dead body about 3½ feet tall. The photograph was taken at a fair distance on a clear day in a panorama of desert with patchy scrub vegetation. Most of the details were by now hazy to Mike, but he recalls that the alien's head was pear-shaped and oversized for its body, with slits for eyes and mouth. He also remembers that the humanoid was wearing a dull coloured, wrinkled metallic suit.

Recalling his father's actions, Mike said that he had come home from work and seemed excited as he flashed the photo at him. Making a sly glance, he put the picture away under some papers in his dresser drawer. He also recalls that his father said: "I can't keep it. I must take it back."

Later in the evening Mike's father confided that he knew the story behind the photograph. He said that during early morning military exercises in a desert area of Arizona, a unit encountered a group of aliens near a landed craft. There was probably a skirmish, and one alien put up quite a fight. Subdued, the small creature was given a sedative by injection, which caused its death. The story goes that the other members of the "Third Kind" escaped into their craft and flew away. The one dead body was supposedly shipped to Wright-Patterson, preserved in dry ice.

The next day, Mike remembers his father seemed greatly disturbed. Something had happened at the Base concerning the photo. He remembers that he had to return it and, from that day on, James Mitchell refused to discuss the photo again with anyone.

Comment

From my sources I have been unable to establish the vintage of the photograph or the story of the skirmish. It could be that the photo was genuine, while the story was not. Nonetheless the borrowed photo, according to Mike's recollection, had caused some concern at Wright-Patterson, and may have resulted in some kind of reprimand for his father. I feel that such an action would not have occurred had the misappropriated photo been a fake. Now, we may ask, what about the skirmish?

Abstract XIV: Description of a craft — with occupants — which allegedly crashed in 1962

Robert D. Barry, fellow researcher and lecturer, was contacted early in March, 1978, on the basis of his interest in, and knowledge of, crashed UFOs and the retrievals of craft and their occupants. Barry, a dedicated researcher since 1957, is director of the 20th Century UFO Bureau. When I told him that I could use his help in supplying some data for a paper I was preparing for the MUFON Symposium, he requested me to submit a letter to further identify myself and my objectives in this sensitive area. I did so promptly, and it produced positive results.

Barry's first letter, dated March 14, 1978, concerns a UFO crash, with occupants, occurring in 1962. I here quote an extract from his letter:

"...My sources of information on the subject of crashed UFOs involve quite a few [people] but my major sources number four, including one within intelligence circles as well as a scientist.

"As regards the crashed UFO of 1962, it occurred in the state of New Mexico. The craft experienced flight difficulty at a time it was being tracked on military radar. It was tracked across two southwestern states before coming in over New Mexico. Military jets were sent up for intercept.

"As the craft moved in over the state of New Mexico it lost altitude and continued to experience flight difficulty. It impacted on desert sands at an

estimated 90 m.p.h. Its underside hit the sand as a plane does when coming in for a landing.

"Its landing gear was not down and its flight pattern at impact gave the indication that the two occupants in the craft were evidently dead at the time of the crash ...hence the flight difficulty experienced by the craft.

"The craft was 68 feet in diameter and 13 feet in height...typically circular. The two beings discovered inside the craft were 42 inches each in height. Each being was dressed in a one-piece space suit with no buttons or zippers.

"The occupants were removed the following day to a major medical university hospital in the U.S., where skin tests and other scientific analyses were performed. Skin colour was grey/grey pink. Head [was] slightly large for the size of the body; eyes somewhat larger than norm[al], but the nose was small with little protrusions...no ear lobes, but a hole at each side of the head where we have ears...then, of course, inside the hole area was the inner ear portion. Mouth was very small with thin lips.

"The circular-shaped space craft was described as exploratory and was removed to a major military base in the southwest where scientists and engineers were assigned to work on the craft in an attempt to discover its [method] of propulsion.

"On this particular case, a total of twenty individuals were involved in the investigation and research. Since that time, three of them have died — of natural causes — leaving a total of 17 familiar with the incident and follow-up research."

Abstract XV: Claim to have proof that UFOs are extraterrestrial

My information comes second-hand from a person who requests that his name is not used in any way regarding his knowledge either of retrieved UFOs, or of the preserved alien bodies maintained in secret storage at Wright-Patterson AFB. This person, who has read my book, *Situation Red*, is aware of my position in research, but refuses to discuss what he knows with me by telephone or in person. My first-hand informant is his son, with whom he had shared some general information about UFOs a couple of years earlier. To elaborate further, the young man's father got his UFO input from his own cousin, an Air Force Major who was specifically assigned to a UFO project for about 5 years at Wright-Patterson. The major was formerly a pilot, and had also served at a missile site overseas, and presently is assigned to a new technical duty. I do have these latter details, but was asked not to be specific.

So significant was the information received by the father from his cousin, the Air Force Major, that he felt compelled to write down some specific details about the retrieved UFOs and the humanoids, which he sealed in an envelope and placed in his safety deposit box. His instructions were that the envelope was not to be opened until

after his death.

Some of the general information known to my informant concerns Wright-Patterson's storage of an intact UFO, and parts of damaged UFOs, and the preservation of dead alien bodies under glass in special refrigerated conditions. The Major also reportedly said: "We have the proof that UFOs are extraterrestrial."

Comment

My informant is not kidding about his father's UFO notes being stored in a safety deposit box. Neither is he kidding about his father's staunch refusal to discuss with me the contents of his notes. Personally, I must agree with the father's position of keeping a trust when it concerns the status and welfare of a close relative.

Abstract XVI: Man who stood guard over dead aliens

Mrs. S.I. called me on August 3, 1977, to relate her growing interest in the UFO mystery. She had read my book, *Situation Red*, and expressed a desire to attend the future meetings of the local OUFOIL research group. To its director, Charles Wilhelm, she confided that her husband Carl, while in the Air Force as a member of the Air Police at Wright-Patterson AFB, was called to duty one night to stand guard in a secret area where he witnessed three dead alien bodies that had just arrived. I was tipped off about this information by Wilhelm, so on August 3rd I was prepared to ask some careful questions.

During our first chat I was about to extract some strong data. She explained that she believed that it was the year 1973 when her husband Carl was called out to duty during the night. He was driven to a certain location, then was blindfolded. She said, he recalled that he was led across a field of wet grass, then was helped down a flight of stairs and escorted through a long corridor. At a certain point, he was halted and his blindfold was removed. There he was issued instructions about his mission and where to stand guard. To his shock, he was in a room with other ranking officers and a few scientists who were viewing three small humanoid bodies. They were dead and were stretched out on a refrigerated table. She remembers Carl telling her that the bodies were about three feet tall, their heads were abnormally large and seemed to have a short fuzz on the top. The skin, she said, was an off-white or cream. She could recall no other facial features described by Carl, admitting that the only time Carl had talked about his experience was while they were courting. That was in 1975. At that time, she said, he seemed shaken by it.

"I believe he was dramatically affected," she said, and added: "One time he told his sister about it and she just laughed. Since then, he refuses to discuss the matter with anyone, even me."

Later, on several occasions when I telephoned Mrs. S.I., I asked to speak to Carl.

One night he was present, sitting at a table drinking coffee when I called. I remember she asked him if he would be willing to talk with me about his experience but he declined. Said Mrs. S.I. when she returned to the phone: "He said he's not allowed to talk about it, and that he will tell everything he knows after President Carter makes an announcement."

In the fall of 1977, Mrs. S.I. became so obsessed with her UFO pursuits that she became ill, followed by a long period when she did not communicate. Then one evening she telephoned and politely announced that she had abandoned her interest in UFOs. She thanked me for my offers to help during her period of stress, and again reminded me that Carl would not talk about his affair at Wright-Patterson.

Comment

No one can blame Carl for upholding his sworn oath to secrecy, but a slip of his tongue with his loved one had let the proverbial cat out of the bag. I believe that the information recounted by his wife is fairly accurate. Of special interest in this incident of retrieval is the year 1973, which suggests that the corpses of alien occupants recovered from crashed UFOs are still being sent to Wright-Patterson AFB for analysis and preservation.

Abstract XVII: New light on the "Scully case"

We come now to one case which I believe deserves both climactic treatment, and a reappraisal of all its known facts, for it concerns the first alleged retrieval of craft and crew on record and its far-reaching impact on research.

The case in point is the controversial Aztec, New Mexico, incident of February, 1948, which was sensationalized by Frank Scully in his book, *Behind The Flying Saucers*. This one case, as cited before,† has prejudiced serious researchers. Most are still soured by it, and as a result, shun or discredit *all* retrieval stories.

While Scully used shady characters to support his case, new data supported by people with solid credentials, has since surfaced through the efforts of Professor Robert Spenser Carr, a long-time researcher with his own proper credentials.

Now retired, Professor Carr, who formerly taught mass communications at South Florida University, and served as Director of Research at Walt Disney Stutlios, made national news in 1975 when he reopened the "Aztec Pandora's Box" during a press interview in Tampa. When asked by a cub reporter to substantiate his claims that he believed UFOs were from outer space, Carr responded briefly using data he had amassed on the "little men" recovered in Aztec. When the story punched its way through the wire services, researchers were caught off guard, including myself. Like others questioned by the press, I responded with scepticism. At that time I had no new data on the Aztec case. In fact, I had not corresponded with Professor Carr since the 1950s,

when I published the *Crifo Orbit*. Checking my old files, I reviewed his letters sent to me. Certainly all were well-written, factual and conservative.

On March 28, 1978, while visiting my daughter and her husband in Dade City, Florida, I telephoned Professor Carr in nearby Clearwater. After rehashing our UFO struggles in the 50s, I asked him about his collected data on retrievals, and specifically about the Aztec incident. His response was rewarding. He had accumulated more data about Aztec than I had ever anticipated. I called him again on March 31st and asked for his permission to use certain of his data in this paper. Again Carr was obliging, except for a reluctance to use the names of his sources. Commented Professor Carr: "I have spent 17 years collecting the data I have on the Aztec case. I know of other retrievals, but my main thrust through all those years was concentrating on sources who knew about the Aztec incident. I could write a book about that one retrieval alone."

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Miss S.R. Stebbing, 41 Terminus Drive, Beltinge, Herne Bay, Kent CT6 6PR

The “ancestor” of all retrieval cases, as Carr calls it, was the landing of a craft with 12 occupants twelve miles west of Aztec, a town of sparse population in a desolate desert region. According to Carr, three separate radar stations; one at Muroc AFB (now Edwards), one at Santa Fe, and another in the southeast corner of Colorado, tracked the craft, and by triangulation, were able to pinpoint the descending craft to Aztec. The Air Force rushed crews to the site from Muroc. The craft was found not damaged except for a puncture in one of the portholes. This puncture, Carr said, was the probable cause of the death of the occupants. One authority told him they had died of decompression. The punctured port was also the only means through which the Air Force specialists could enter the craft. The bodies of the craft’s crew were rushed to Muroc where they were stored in a refrigerated mortuary. Later, they were sent to Wright-Patterson for autopsies and preservation in cryonic suspension.

In his 17-year search for the truth about Aztec, Professor Carr told me he got extensive input of information from five eyewitness sources. One key source, now deceased, was a surgical nurse who assisted in the autopsy. A second source was a high ranking Air Force officer who was stationed at Wright-Patterson, and who had a degree in anthropology from an Eastern University. Two others, both aeronautical engineers, revealed valuable data on the craft’s structure and operational systems. Still another source aware of the Aztec retrievals was an Air Force enlisted man who was a guard on duty at an air base he did not disclose.

According to Carr, his eyewitness accounts, in which the humanoids were described, all agreed that the bodies were from three to four feet tall, and had elongated heads, oversized by comparision with their bodies. The eyes were slanted, giving an oriental look. The clothing worn by each member was tight-fitting and without insignia.

Professor Carr also shared some details on the storied visit by President Eisenhower to see the retrieved craft and crew at Wright-Patterson in 1952. According to an eyewitness informant, Eisenhower, using an excuse to play golf in Palm Beach, Florida, was picked up by helicopter at a remote tee and flown to the airbase. There he was greeted by 80 to 100 military and scientific people in a secret hangar, and was shown both the craft and 12 bodies in deep freeze. When the President asked about the craft’s propulsion, and the UFOs origin and their mission to Earth, no one — according to Carr’s informant — could provide answers. Eisenhower then turned red and, shaking his finger, insisted: “Mum’s the word.” Ordering absolute secrecy, he brought in the C.I.A. and all its efficient methods to keep it that way. According to Carr’s informant, the C.I.A. seriously believed in 1952 that the public would suffer a “cultural shock” if they were told that UFOs came from an advanced civilization from outer space.

Comment

Having discussed personally with Professor Carr the reliability of his eyewitness sources, I feel that the Aztec affair can now be viewed with new confidence and free of the Scully stigma.

Comments Professor Carr: "I don't agree with the policy of secrecy nor the fear of a world "culture shock" if the real UFO facts are revealed. Whatever the UFO's purpose, I don't think they are hostile. Therefore, I believe the world governments should urgently try to make peaceful contact."

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† See opening paragraphs of Part 1 of this article in FSR Vol. 25, No. 4. Also G. Creighton's introductory article in the same issue. — ED.

RETRIEVALS OF THE THIRD KIND — Part 3

A Case Study of Alleged UFOs and Occupants in Military Custody

Leonard H. Stringfield

This contribution to FSR is based on a paper delivered by the author at the MUFON Symposium on July 29, 1978. **© Leonard H. Stringfield** **(address: 4412 Grove Avenue, Cincinnati, Ohio 45227, U.S.A.)**

IN the second part of this paper we learned of testimony to the effect that at least one of the retrieved alien bodies seemed to be female, and that there were accounts of rough treatment by service personnel of a witness of a crashing object, and of a "borrowed" photograph purported to show a dead humanoid who was said to have "put up a fight." There were also death-bed confessions by two people who claimed to have seen the refrigerated bodies of small aliens at Wright-Patterson Air Force Base. Furthermore there was the emergence of a new source of informaiton about the once-controversial Aztec, New Mexico, story, and we closed with an account of an alleged secret visit by President Eisenhower (supposedly playing golf in Florida) to Wright-Patterson AFB, and of his stern reaction on seeing retrieved alien craft and dead crew members.

ABSTRACT XVIII: Recovery of unusual metallic fragments of remarkable strength

On April 7, 1978, Steve Tom, NBC radio newsman, Chicago, and I were linked up by telephone for an interview with a former Air Force Intelligence Officer, Major J. M., residing in Houma, Louisiana.

Major J. M., I learned, shared some common ground with me. He had also served in the 5th Air Force in the Pacific Theatre during World War II, and had been in several combat areas such as Leyte, Phillipine Islands, where I had been assigned.

The purpose of our call was to obtain at first hand, an account of the major's role in the retrieval of an alleged crashed UFO northwest of Roswell, New Mexico, in the summer of 1947.

The debris of an apparent metallic aerial device, or craft, that had exploded in the air, or crashed, was first located by a sheep rancher who found fragments of metal and other materials on his 8000 acre property. When he informed the Air Force base in Roswell of his discovery, Major J. M. and aides were dispatched to the area for investigation. There Major J. M. found many metal fragments and what appeared to be "parchment" strewn over a one-mile-square area. 'The metal fragments," said the Major, "varied in size up to six inches in length, but were of the thickness of tin foil. The fragments were unusual," he continued, "because they were of great strength. They could not be bent or broken, no matter what pressure we applied by hand."

The area was thoroughly checked, he said, but no fresh impact depressions in the sand were found. The area was not radioactive. The fragments, he added, were transported by a military carry-all to the air base in Roswell and from that point he was instructed by General Ramey to deliver the "hardware" to Fort Worth, to be forwarded to Wright-Patterson Field for analysis.

When the press learned of this retrieval operation, and wanted a story, Major J. M. stated, "To get the off my back I told them we were recovering a downed weather balloon."

When the major was asked for his opinion as to the identification of the fragments he was certain they were not from a balloon, aircraft or rocket. He said that, because of his technical background, he was certain that the metal and "parchment" were not a part of any military aerial device known at that time.

Comment

The retrieval of "unusual" fragments in secrecy suggests they were part of an unknown aerial device or craft. Manned, or not, the major did not know. If there were entities aboard no evidence was found. Had there been any bodies aboard they would have been destroyed in what appeared to have been an aerial explosion.

It is significant to note in this instance, the year 1947. which was the year of the first great wave of UFO reports. Also the area of this retrieval was in the path of some of the "green fire-ball phenomena" observed from 1947 to 1948.

ABSTRACT XIX: Crashing object said to have been tracked on radar: occupants badly burned

Following my lecture on April 6, 1978. before the Cincinnati Chapter of World Wings Association — a gathering of 50 or more pilots — I was approached by a highly reputable member of the Association who knew of "a person at work" who, in turn, knew about crashed UFOs and occupants. I promptly got in touch.

On April 18, 1978, I talked with former Air Force Sergeant M.S. of the 97th Bomber Wing. He was prepared to relate the data from a high intelligence source

relative to the retrieval of an alien craft and humanoid occupants maintained at Wright-Patterson AFB. He also related a sobering story about a landing on an air force base, also from the same high source.

M.S., while serving at Wright-Patterson in 1977, made close acquaintance with a Major General whose last name begins with the letter "T", and who was assigned to Wright-Patterson for top security work in the Logistics Command. His rank and the nature of his work entitled him to a airplane at his disposal at all times.

The General's daughter, (name known to me) and M.S. were seriously lovelorn, and on that basis were frequently together. This allowed M.S. to be the guest at the General's home, where he and the General had private chats. Both being endowed with the highest security ratings, they discussed UFOs.

From General "T", my informant related, details were disclosed concerning a UFO that had crashed in the southwest region of the United States in 1957. At that time, General "T" was Lt. Colonel "T". According to the General, radar had confirmed that an alien craft had crossed the skies over the United States at great speed. It was tracked to the point of its crash. The area, as in most cases, was "roped off" and the National Guard summoned (with dogs) for maximum security.

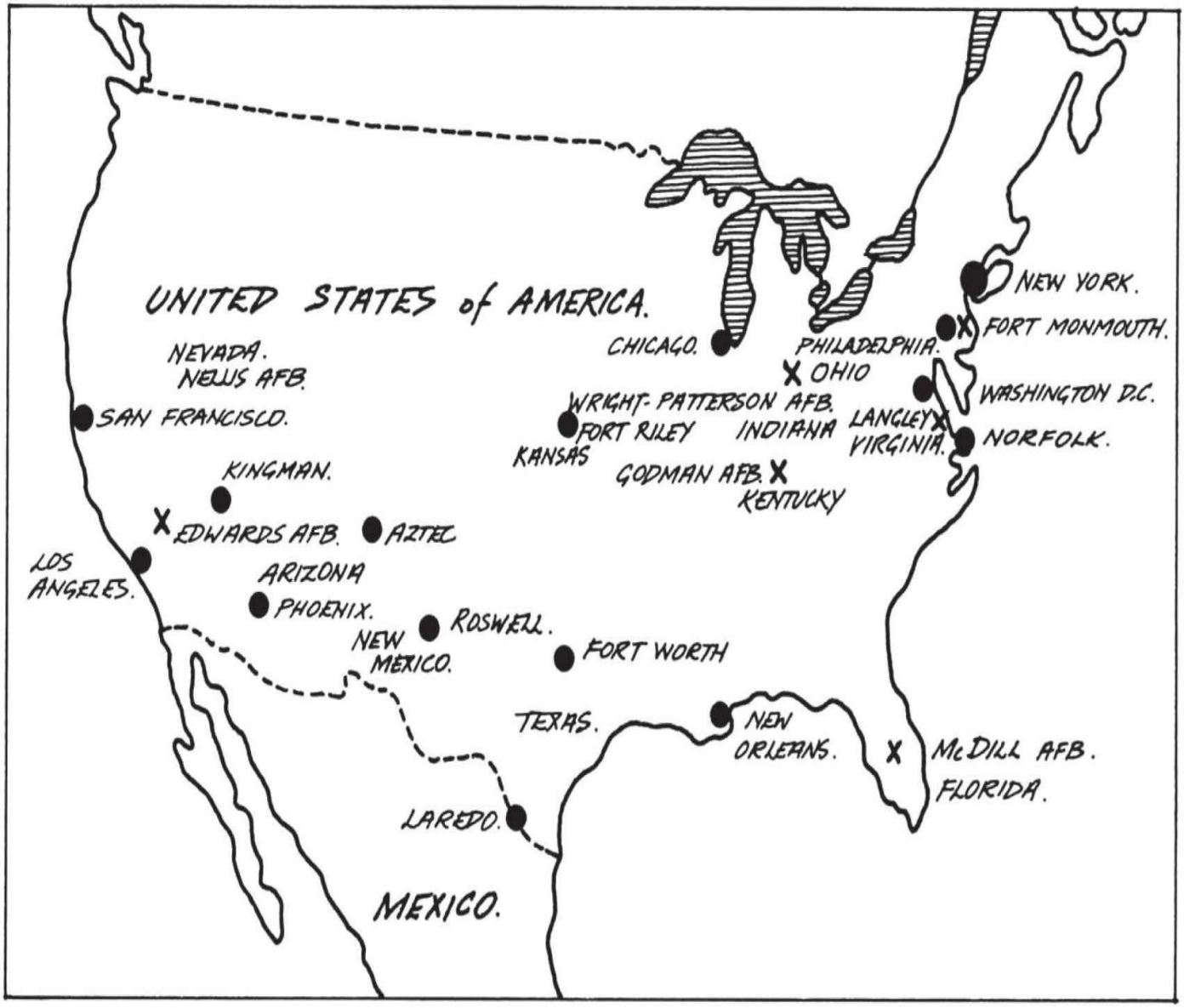
From the damaged craft, four humanoid bodies were recovered with great difficulty because of the inability to penetrate the craft's metal structure. The deceased bodies were found badly burned, some parts so severely that certain features were indistinguishable. However, the suits they wore — appearing silver — were not damaged by the obviously intense heat endured inside the craft. Said the General: "The suits were fused to the flesh."

M. S. said that, according to the General, the four bodies, approximately 5 feet in height, were sent to Wright-Patterson AFB, where General "T" had seen them in a deep freeze morgue, kept at approximately 120 degrees below zero for preservation. The only other atomical features described by General "T" were the heads of the aliens which, by human standards, were larger proportionately than the bodies. Facial features had been obliterated by the heat.

The craft? The General related that scientists assigned to the task of dismantling it ran into difficulty. To get inside they concentrated in an area where a fissure or crack had resulted, probably from impact. Shipment to Wright-Patterson, said the General, was by rail, properly camouflaged and classified as "rockets", and using two military rocket conveyance cars.

On another occasion, M.S., while a guest of General "T" at his home, and while they were alone, was shown a Toip Secret document concerning a landed UFO. The incident had occurred at Nellis AFB, Nevada, in 1968, and M.S. expressed disbelief when he read the report. Stamped TOP SECRET, it read, in part: Large UFO hovered over Nellis AFB for three days. Three small alien craft were observed separating (or being ejected) from parent craft. One landed on the air base grounds. Sent to greet the

landed craft was a Colonel escorted by a security detachment properly armed. There was no mention of any attempt to assault the craft. While waiting for a sign of intent, a humanoid was observed to disembark from the craft. He was described as "short and stocky." Then a beam of light was directed at the Colonel. The Colonel was instantly paralyzed, according to the report. Orders then came from the officer next in command for his troops of the security detachment to fire, but their weapons were mysteriously jammed. The Colonel was recovered and hospitalized. The only recall by the Colonel, as M.S. remembers from the report, was that he could rationalize the event only in terms of mathematics, as though an attempt at communications was conducted in this manner. The UFO was observed to retreat to its parent craft which then departed.



Comment

I made a check on General "T" at Wright-Patterson. They had no entry on his

secret assignment there. However, a check at another air base through the Accounting and Finance Section, confirmed his existence. No address was released on grounds of the Privacy Act, but M.S. knew where the General was to make his residence after retirement.

Making a further check on the authenticity of the General, and on his knowledge of secret UFO reports, I checked with another Intelligence source and obtained additional corroborative information concerning the Nellis AFB incident.

ABSTRACT XX: Tough line by a General at the site of a landed UFO

"Your book, *Situation Red, The UFO Siege*, really did it," said A.K. calling me from California on June 19, 1978. "It convinced me that I should tell my story to you about a UFO that landed, or maybe crashed, at Fort Riley, Kansas."

Needless to say, I was eager to hear A.K.'s story. He, of course, asked to keep his name confidential because he recalled a warning from a general who was at the scene of the landing, that he would have his "expletives" shot off if he talked.

The incident occurred on a crisp, cold night in November, 1964. At 2.00 a.m., A.K., a PFC on guard duty at the Motor Pool, and three other army personnel of the 1st Division on regular guard duty, were summoned by the officer of the day, Lieut. H., to join him by vehicle to a remote area on the base described as a training area in Camp Forsyte, which is part of the Fort Riley complex. On departure for the area he was issued an extraclip for his M14 rifle.

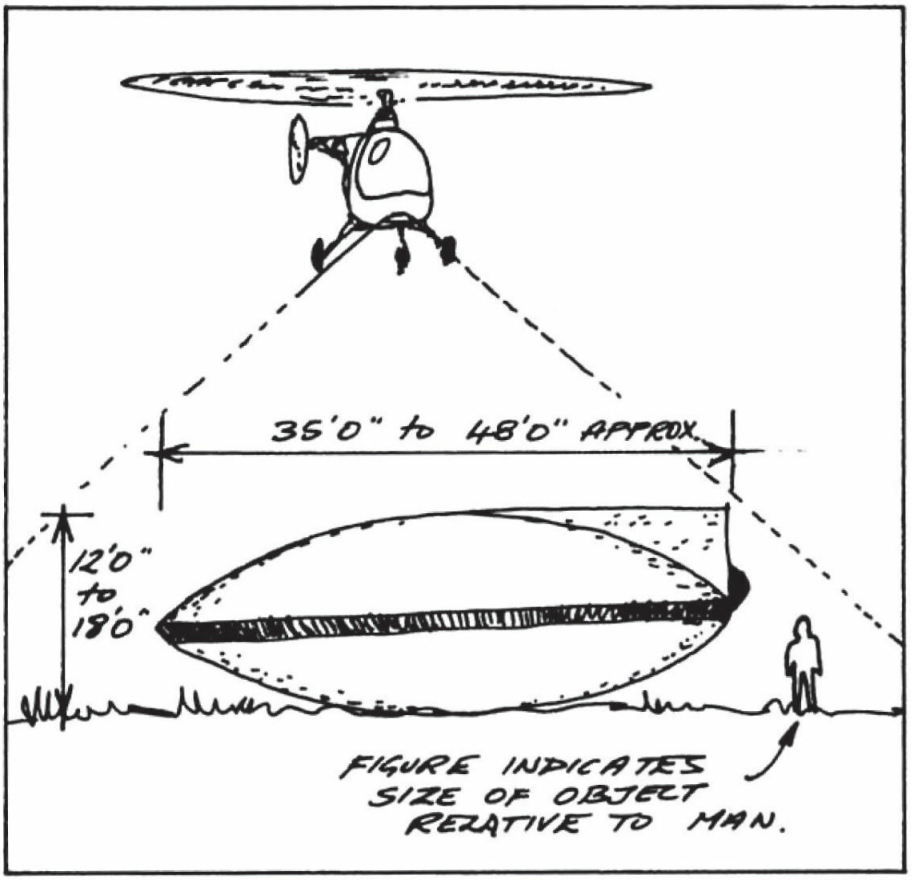


Figure 1: Front view of object under helicopter's lights at Fort Riley, Kansas, November 1964.

"I was scared," admitted A.K. "In fact, I'm trembling right now as I'm telling you this." I told A.K. that I was aware of a number of UFO landings and crashes on or near military installations and that he could trust me to keep his name confidential.

After driving a good distance, Lieut. H. parked his vehicle alongside the road. He, A.K., and the other guards were ordered to hike about a half mile across an open flat field. Ahead of him A.K. could see the searchlight beam from a Huey helicopter playing down on the field. It was focussed on a large round object resting on the ground. PFC A.K. and his comrades stood shocked. He remembers he shouted, *"God Damn"* a flying saucer!"

Already on the scene were about 10 army personnel of various ranks, including a Major General. Promptly, A.K. was asked for his ID and given a direct order by the General to patrol the grounded craft by circling around it and to "shoot anyone if they tried to force their way to the craft." At the same time PFC A.K. was sharply admonished to keep the incident secret said A.K.: "When I was in the Army, and a General told you something, you obeyed!"

The lone Huey chopper flew continuously overhead while certain personnel on hand checked the object with instruments, and maintained communication by field radio

with headphones. Nearby a 5-ton truck was parked with lights off. On two occasions, according to A.K., the Huey chopper flew over parts of the field as though looking for other evidence. When the Huey was away, a "deathly quiet" prevailed. "It was eerie!" said A.K.

On several occasions during his 2½ hours of guard duty, said A.K., he got close to the metallic craft. "The air was much warmer when I got close," he added.

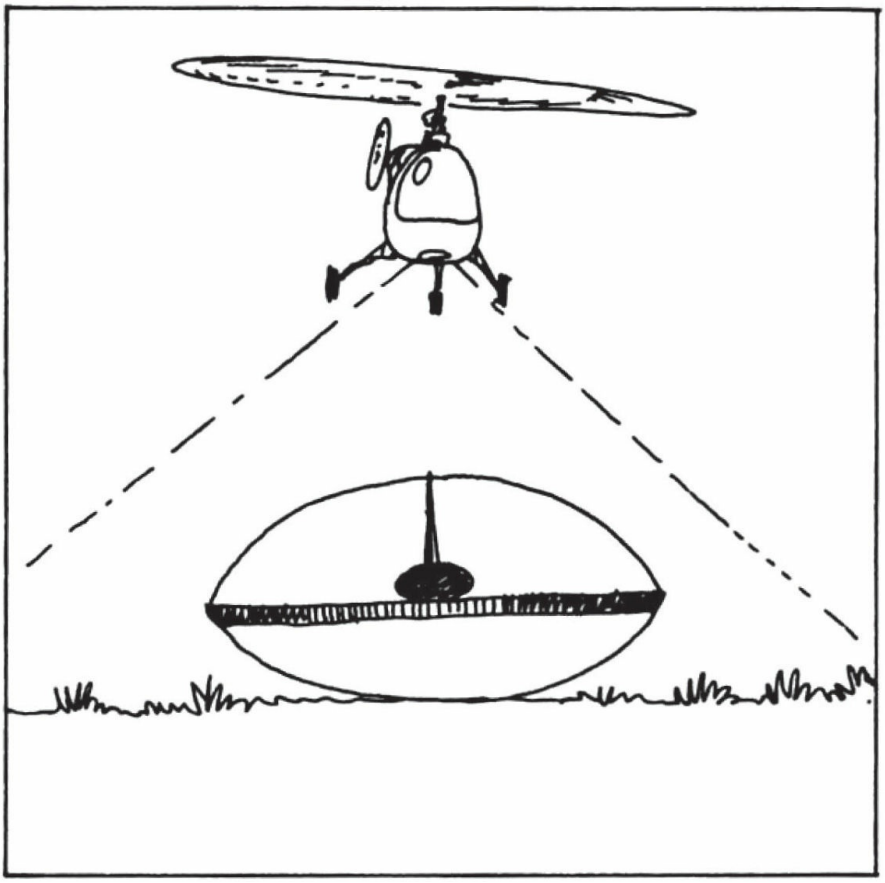


Figure 2: Same object as seen from viewing point 90° removed from first position.

The grounded UFO, which had impacted into the soil and stood at a tilt, was approximately 35 to 48 feet in diameter and 12 to 18 feet in height. It was perfectly round, shaped like a hamburger bun. In the middle, or at the equator, of its smooth aluminium-like surface, was a black band made up of squares, each jutting out about 10 inches. A.K. could not determine if the squares were windows, or what purpose they served. The only protruding part on the UFO, said A.K., was a fin-like device, and beneath it an aperture which may have been an exhaust unit.

The UFO was not lighted, and A.K. sensed no vibrations from its power system and smelled no odours. "It was dead," he said. Asked about recovery of occupants from the craft, he replied, "Sorry to disappoint you, but I was not aware of any life inside the craft, or if any bodies were taken out of it later."

"The next morning," said A.K., "I had a headache, but this was probably caused by the excitement and fatigue." He went on to say that he heard from other sources on the Army base that UFOs were sighted in the area prior to the landing. He recalls no details.

A.K., on my request, sent me two drawings of the grounded UFO showing rear and front views. The drawings also show the Huey helicopter hovering over the UFO (See figures 1 and 2).

Comment

A.K. was unable to determine if the UFO had crashed or landed, but from his observation of the craft for 2½ hours, he believed that it had probably malfunctioned and was immobilized. He was unable to learn more details about the incident from the local military base, and was too frightened by the General's threats to bring the matter up. With the presence of a helicopter and a large truck, it is my belief that the craft was hauled away in secrecy and with it, perhaps, the occupants.

I checked further with an Intelligence source who was "aware" of the incident.

Since my phone conversation with A.K. I have received a tape from him recording his experience, and a signed letter. The tape was available for public hearing during the MUFON Symposium.

ABSTRACT XXI: Notes on the UFO retrieval organisation

On June 29, 1978, my son-in-law Jeffrey Sparks, Assistant Professor of Theatre Arts at St. Leo's College, Dade City, Florida, informed me that he had talked with a person who had witnessed the alien humanoids at Wright-Patterson AFB in 1966. According to my son-in-law, his contact holds a responsible position in a financial capacity with a private firm in Tampa, and had formerly served in Military Intelligence. He gave me the person's name, and where he could be reached.

On July 5, 1978, I talked with Mr. J.K. at length concerning his functions in military Intelligence; what he had observed at Wright-Patterson AFB, and many other aspects of crashed alien craft. He also referred to the computer bank, or "dump file" which contains secret information about UFOs dating back to 1948.

J.K. who served in Nike Missile Air Intelligence (ADCAP), gave me the following data:—

1. He observed nine deceased alien bodies preserved in deep freeze conditions under well-lighted, thick glass enclosures. The bodies were short in stature, about four feet in height. They appeared, under the lighting, to have a grey skin tone. The research area, where the bodies were preserved, was under heavy guard, inside and out. **He was told while viewing the subjects that 30 bodies were held in preservation at that**

time at the air base.

2. He did not himself see alien craft stored at Wright-Patterson, but was told that such craft were on the base. He was also told that an alien craft was held at Langley AFB, and another at McDill AFB in Florida.

3. He knew of three key areas in the 1960's where certain secret UFO operations were conducted other than at Wright-Patterson AFB. Bases cited were Langley, Avon Bombing Range — a part of the McDill AFB complex near Sebring, Flordida, and at Seymour-Johnson, a Navy Training Center in Norfolk, Virginia.

4. At certain military bases, highly trained mobilized units were in a constant "ready" state for dispatch to any area in the U.S.A. to recover downed or crashed UFOs.

5. During the Vietnam crisis, during J.K.'s tenure of service (1966-68) five crashes of UFOs occurred in the Tri-State area of Ohio, Indiana and Kentucky. There was one known incident of retrieval of three alien bodies. During this latter incident there occurred an alleged shooting with the alien forces by our military units. This was triggered by the uncertainty of the aliens' intent. Hostility was presumed, said J.K. Neither the location nor the time of these incidents were disclosed.

6. Said J.K.: "Since 1948, secret information concerning UFO activity involving the U.S. military has been contained in a computer center at Wright-Patterson. At this base a master file, written in computer language, is maintained with duplicate support backup files secreted at other military installations." Said J.K.: "Get the complete 'file dump,' both the master and the support backup files, and you've got all the hidden UFO data."

Comment

Obviously, the UFO files available to the public at the National Archives in Washington, D.C., do not reveal the hard facts regarding UFO military cases. With regard to J.K.'s disclosure regarding military units subject to dispatch to UFO retrieval areas, I have been aware from other military sources that special forces have been maintained for emergency situations such as UFO retrievals, or other conditions, including riots, etc. These special forces, known as "Blue Berets," can operate secretly and effectively by using "diversionary tactics" to prevent public interference. Such diversions include the creation of power blackouts.

ABSTRACT XXII: Biological data relating to retrieved alien bodies

This abstract concerns limited biological data, on alien humanoids which, according to reliable informants, are held in cryogenic preservation at Wright-Patterson AFB, and at certain medical institutions in the USA where special examinations were conducted. Because this information treats **a** sensitive area within the framework of

secrecy, names of the medical centers, and the identity of the informants will be withheld.

Data mentioned in several of the previous abstracts have been correlated to establish only a general anatomical configuration of the alien beings. Needless to say, the general features of the alien are akin to Earth's *Homo Sapiens;* that is to say, the alien has a head, torso, arms, hands, and it is bipedal. There, the likeness ends. From anonymous medical and military sources the following composite or general data were obtained: —

1. The approximate height of the alien humanoid is 3½ to 4½ feet. One source approximated 5 feet.

2. The head, by human standards, is large when compared with the size of the torso and limbs. (See figure 3).

3. The facial features show a pair of eyes described variously as large, sunken or deep set; far apart, or distended more than human; slightly slanted, appearing "Oriental" or "Mongoloid."

4. No ear lobes or flesh extending beyond apertures on each side of the head.

5. Nose is vague. Aperture or nares are indicated with slight protuberance. One, or two, nares have been mentioned.

6. Mouth indicated as a small "slit" or fissure. In some instances, no mouth described. Mouth appears not to function as a means for communication or as orifice for food ingest ion.

7. Neck, described as being thin; in some instances, not being visible because of the garment in that section of body.

8. Hair. Some observers describe the humanoids as hairless, some say that the pate shows a slight fuzz. Bodies are described as hairless.

9. Torso. "Small and thin" fits the general description. In many instances the body was observed wearing a garment. From medical authorities: no comment. No abdominal navel indicated.

Figure 3: Alien humanoid head, drawn by L. Stringfield and based on witness descriptions.

10. Arms are described as long and thin and reaching down to the knees.

11. Hands: Four fingers, no thumb. Two fingers longer than others. Some observers have seen finger nails while others said no nails. A webbed effect between fingers was noted by three authoritative observers (See figure 4).

12. No description available of legs or feet.

13. Skin description is *not* green, thank you! It is grey, according to most observers. Some claim beige, tan, brown, tannish or pinkish grey, and one said it looked almost "bluish grey" under deep freeze lights. In one instance, the bodies were charred to a dark brown.

14. Teeth unknown. No data from dental authorities.

15. Reproductive organs. This biological region is "sensitive" or, to qualify a point, "secret." One observer claims no male or female organs were identified. No phallus, no womb. In my non-professional judgement, the absence of sexual organs suggests that some of the aliens, and perhaps all, do not reproduce as does *Homo Sapiens* or, that some of the bodies studied are produced perhaps by a system of cloning, or other unknown means.

16. In some incidents of retrieval, the humanoids appear to be "formed out of a mould," or sharing identical biological characteristics.

17. Brain capacity. Unknown.

18. Blood. Liquid is prevalent, but not blood as we know it.

19. Sustenance for existence. No food or water intake is known. No food found on craft in one known retrieval. No alimentary canel or rectal area described.

20. Humanoid types. Unknown. Descriptive variations of anatomy may be no more diverse than those known among Earth *Homo Sapiens*. Other alien types, reportedly varying in range from human to more grotesque configurations are unknown to me. Speculatively, if these types exist, they may have their origins in other solar systems or have roots on different planets within one solar system.

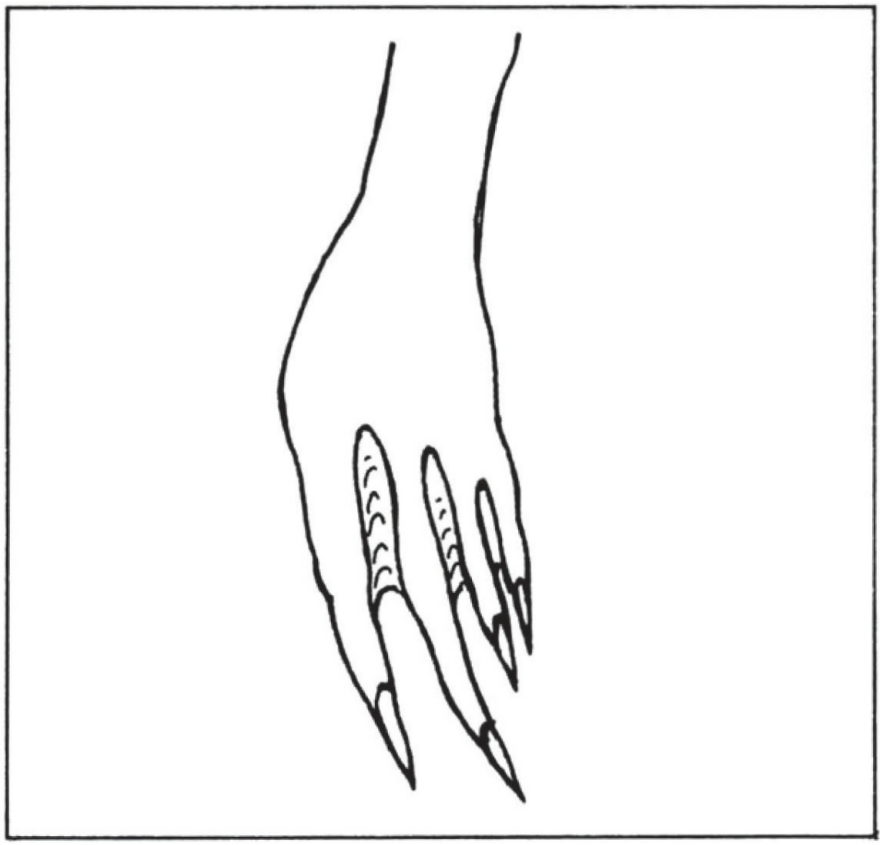


Figure 4: Alien humanoid hand, drawn by L. Stringfield and based on witness descriptions.

21. I know of the names of two major medical centres in the Eastern United States where continuing specialized intensive research is conducted on deceased alien bodies. Other hospitals, where research reportedly has been conducted, are in Indiana, Illinois, Texas, Southeastern and Western USA.

* * * * *

SUMMARY

It is beyond the scope of this paper to deal with all the stories and rumours of stories — each alleging the occurrence of a UFO crash, with or without occupants, and its subsequent hush-hush military retrieval — which find their way to me.

As of July 20, 1978, for the record, I am aware of more than 50 sources who bear

information relative to the subject of retrievals or storage of alien craft, and/or the deceased alien humanoids recovered from the craft. From this number I have selected 22 of these sources whose testimony is reviewed in this paper. Most others lack sufficient data and a few have "dried up," so to speak, out of fear of military reprisal or public ridicule.

Stories of long ago and as recently as 1977 clearly show that the USA is not the only territory in the world where UFOs and crews err in their tactical mission and crash to their doom.

On foreign soil we have a number of reported crashes. One allegedly occurred on the island of Spitzbergen in 1952 with the craft said to have been recovered secretly by Norwegian military authorities.

Another report of a UFO crash and retrieval, was contained in a special dispatch from the late columnist Dorothy Kilgallan (datelined May 23, 1955, London, England, INS) as follows: "British scientists and airmen, after examining the wreckage of one mysterious flying ship, are convinced that these strange aerial objects are flying saucers from another planet. The source of my information is a British official of Cabinet rank. He told me: 'We believe, on the basis of our inquiries thus far, that the saucers were staffed by small men — probably under four feet. It's frightening, but there's no denying that flying saucers are from another planet.' This official quoted scientists as saying a flying ship of this type could not have been constructed on Earth. The British government, I learned, is withholding an official report on the flying saucer examination at this time, possibly because it does not want to frighten the public."

Still other foreign reports in the past and of recent times tell of objects falling to Earth looking like Fireballs, of objects exploding on impact. Many crashes have conventional explanations, but others do not, such as the circular craft that allegedly crashed in Nauta, Peru on November 11, 1975. This object, according to Robert Barry, measured 12' 8" in diameter, and featured a strange metallic coating. Other reported crashes have occured in Australia, May, 1976, in Mexico, August, 1977, and in Bolivia, May, 1978. One report of a UFO crash, with recovered humanoid occupants, stands out above the others. Occurring in 1953, a hundred miles outside of Johannesburg, South Africa, the incident prompted investigation by a US Air Force Genera). Larry Moyers, MUFON State Director of Ohio, uncovered the case; I recently had it confirmed from an Intelligence source.

Perhaps the most significant of the reported foreign UFO crashes are those in the Communist World. My informant, Robert Barry, has learned from a reliable Intelligence source that Red China has two "downed" UFOs, one of which landed in water without occupants; and that there were two, possibly three crashes and retrievals in Russia.

In the USA, reports of UFO crash and retrievals continue through the 1970's.

One recent incident, for example, not yet substantiated, came to light from reliable sources not to be named at this time as our search for data continues. This incident,

allegedly occurring in the Spring of 1977 in a rural area of Southwestern Ohio, involves a landed craft, perhaps disabled, and a number of its occupants who engaged a military unit dispatched to the scene. Whatever happened during this Encounter of The Third Kind, the sketchy data we have thus far, suggests violence. Reportedly, eleven members of the US military detachment were either injured or killed. There was no word of alien casualties. The story is traceable through a handful of qualified researchers, then it stops at a dead end. Out of reach is a medical specialist who was supposedly called in by the military authorities to perform his expertise.

In the fall of 1977, I was approached by a Cincinnati researcher and told that he had learned from a source who worked at Wright-Patterson AFB that in the spring of 1977 military personnel had carried into a certain area on the base, several litters with alien bodies from an undisclosed location.

Perhaps in time, new data may turn up to give credence to one or both of these possibly connected stones. Indeed, a pitched land battle between US military and alien forces seems more like fantasy, but if true, then it would be reasonable to assume that the secrecy lid would come down hard on it! The effects from such a disclosure would certainly create more than a "cultural shock."

Still another factor that has raised some questions concerns the geographical location of UFO crashes. In the USA, especially in the 1950's, they have mainly occurred in the Western or Southwestern desert regions, where military experimental installations abound. Logically, one may ask, is the flying saucer a super secret US weapon? But the negative answers are overwhelming. As pointed out earlier, UFO crashes have occurred on foreign soil beyond the range of the US experimental aircraft. And, as known to all research, UFOs have repeatedly reconnoitered US and foreign military installations and other sensitive areas where they sometimes act in a menacing manner.

On the premise that humanoid aliens have been preserved in deep freeze conditions at Wright-Patterson AFB and at several medical centers for research, I believe it is safe to postulate that these entities associated with the UFO are physical and are not an apparition from another dimension. My point here is not to derogate the theory of extradimensional entities, for there is much evidence to suggest that it, too, plays a part in the UFO mystery. It is beyond the scope of this paper to rationalize each and every kind of alien intruder during a live encounter. That subject belongs to my colleague, Ted Bloecher, who has made a scholarly study of that phase of research.

In summary, the information treated in this paper, while it may seem provocative to the media and to the average researcher, admittedly does not constitute the final proof that UFOs are of extraterrestrial origin. But, indeed, if my data from reliable and diverse sources are received with an objective and unbiased mind, then the extra-terrestrial hypothesis surely is strengthened.

It seems that, no matter how much some of us may want to disbelieve the data

presented in the foregoing abstracts, it will be difficult to explain away the correlative physical similarities of the recovered humanoids.

Despite my long experience in UFO research, I must admit that I feel a sense of human uneasiness as vital data continues to reach me from responsible sources. As the pieces of the puzzle suddenly fall into place for me, each a corroborative clue, I realize — like a smack in the face — that our giant Intelligence community, both military and covert agencies, have — with very good reason — been sitting atop a real Pandora's Box.

I am not condoning the attitudes of our Intelligence forces, with their harsh and tricky actions, or their methods of suppressing the hidden facts for so many years, but I can now appreciate the problem they may have had in trying to find a reasonable way out of a real dilemma, to relate all the sobering data to a benighted world public. How, for instance, would the public react to a sudden official disclosure of even the scantiest details about the humanoids which I have released in this paper? And, the humanoid factor is just a small segment in the overall sobering UFO data.

And, there is still another sensitive aspect to consider: The intent of the UFOs! It is my belief that our Intelligence community does not know the intent of the UFOs. For our government to suddenly make a major pronouncement releasing only the known data could pose some serious new risks for our society. In my opinion, to release part of the UFO story, while being unable to define the UFO's intent, could create an even greater concern in the unpredictable public mind.

Perhaps the human mind is ready to hear the truth. Our minds have survived in many hot wars, and a long cold war with the threat of nuclear destruction, plus all the social upheavals of the '60s and '70s. I believe we are ready for the truth.

Who are these other mortals whose imperfect craft have crashed onto the alien soil of Earth? From what other star system do they come where evolutionary life is not too different from our Earth's? Is there a missing link in our primaeval past, or lost in our archeological wonders, which may reveal a human kinship between us and them? I do not profess to know what secrets are locked away, nor the final answer to the UFO mystery, nor do I know what other great secrets may be hidden with the retrieved craft and deceased aliens.

Perhaps President Jimmy Carter knows these secrets, or some of them. Thus, my plea, here and now, is addressed to the President of the United States to give serious consideration to the testimony I have recorded in this paper. With his conscience as his guide, I trust that the President of the United States will tell this great nation, and the world, the truth about the greatest story of our time.

APPENDIX

CLOSE ENCOUNTERS OF AN UNTHINKABLE AND INADMISSIBLE KIND

Gordon Creighton

THE very first issue of FSR (Spring 1955, Vol. 1, No. 1) carried on its third page an extraordinary report that had come from a man who today is well known in the world of broadcasting and television on both sides of the Atlantic. Because few readers today possess or have access to FSR No. 1, I am here reproducing the report, which appeared under the heading "Star Puzzled" in full: —

"Broadcasts reporting a flying saucer crash picked up on his car radio as he drove across America have baffled stage and radio star Hughie Green since June 1947.

"He was driving alone from Hollywood to Philadelphia for a business appointment and was tuned in to broadcasting stations most of the time ... 'because it's a long and boring trip.'

"But let Mr. Green take up the story.

"'About 250 miles out of Philadelphia,' he said, 'a commentator interrupted the programme to announce that a flying saucer had crashed in New Mexico, and that the Army were moving in to investigate.

"'Later the programme was interrupted again, and quite a few details were given.

"'Several newsflashes about the incident, from various radio stations, followed. The last I heard was just before reaching Philadelphia. The announcer promised further bulletins. None followed.

"'When I got to Philadelphia I bought all the newspapers I could lay my hands on. But not one carried the story. And questions at the radio stations just drew a blank. It's mystified me ever since.'

"This is not the first time the story has been heard. But it is the first time someone who actually listened in to the transmissions has been interviewed.

"The question arising from Hughie Green's account is: *'Do the Americans have a flying saucer in their possession?'*

"Reports from America suggest that the U.S.A.F. has more than one! One — or parts of one — at Wright Patterson Field, the American Farnborough, and another at

Edwards Air Force Base, the U.S. equivalent of the Ministry of Supply's experimental station at Boscombe Down.

"Flying Saucer enthusiasts all over the world believe there is some truth in the story, but that it is being as carefully guarded as any atomic or military secret for fear of causing public panic.

"In London the Air Ministry persists in not having a clue about flying saucers. And the indications are that they would give a lot to know what they really are."

Such, then, was the intriguing Hughie Green story. It only remains for me to add that, if my memory is not at fault, Mr. Green had himself been an officer in the Royal Air Force, and so may well have been especially intrigued by the UFOs because either he or some of his friends in the Service had "seen things" themselves during World War II, or had heard rumours about other colleagues who had done so.

(FSR's first Editor, who was responsible for the selection of this extraordinarily interesting report, was of course Derek Dempster, himself also a former pilot in the Royal Air Force.)

* * * * *

Let us move on now to the third issue of FSR (July/August 1955) where we find, on page 6, another fascinating story, which I also reproduce in full. This account appeared under the heading "UFO crash in Britain?"

"Has a flying-saucer crashed in Britain? This story cabled to America through the *International News Service's* London office by Dorothy Kilgallen, a staff-correspondent on the *New York Journal-American*, indicates that one has, and that it has been examined by British scientists and airmen. Here is the account, reproduced from the *Los Angeles Examiner:*

"'London, May 22: I can report today on a story which is positively spooky, not to mention chilling. British scientists and airmen, after examining the wreckage of one mysterious flying ship, are convinced these strange aerial objects are not optical illusions or Soviet inventions, but are flying saucers which originate on another planet.

"'The source of my information is a British official of Cabinet rank who prefers to remain unidentified. "We believe," he said "on the basis of our enquiry thus far, that the saucers are staffed by small men – probably under four feet tall. It's frightening, but there is no denying that the flying saucers come from another planet."

"'This official quoted scientists as saying a flying ship of this type could not have possibly been constructed on earth. The British Government, I learned, is withholding an official report on the "flying saucer" examined at this time, possibly because it does not wish to frighten the public.

"'When my husband (Richard Kollmer, Broadway producer and radio commentator) and I arrived here in Britain for a brief vacation, I had no premonition

that I would be catapaulting myself into the controversy over whether flying saucers are real or imaginary. In the United States all kinds of explanations have been advanced.

"'But no responsible official of the United States Air Force has yet intimated that the mysterious flying ships had actually vaulted from outer space.'

"'Flying Saucer Review has made big efforts to get to the bottom of this account, but without success. Said the London news editor of the *International News Service:* 'We tried hard to get the source of this story, but drew a blank.'

"Was this a party hoax, an attempt by the official concerned to sound out world reaction, or is it true? The question remains unanswered for the time being."

* * * * *

So much, then for the second intriguing little story which I have culled from the very earliest pages of FSR, pages printed a quarter of a century ago. But I can add a few further details which will not be thought devoid of interest. Firstly, as regards the indentity of the very famous Englishman from whom Dorothy Kilgallen said she had got this story, I learnt later that, as indicated in the closing paragraph of her report, the conversation took place among a gathering of very distinguished guests at a cocktail party in London. As regards the identity of the titled Englishman, I had no doubt at the time as to who he was — a great leader and servant of our country who has represented us well both in one of the highest of our military posts in World War II and in the political sphere during the early post-war era. He is a man who, as Editors of FSR have always known, has taken a deep interest in the UFO problem since the beginning. A year of two later I saw a fuller account, received from a correspondent of mine in the USA, of what precisely Dorothy Kilgallen had said in her very widely synidcated newspaper column. She had described her British host as *an Englishman of Cabinet rank — a man whose name is a household word to every American*.

Dorothy Kilgallen herself, whose regular syndicated reports appeared, as I recall, in a large chain of America's regional newspapers, died a few years or so afterwards. However, as soon as I saw her UFO story I at once wrote to her, through the *International News Service*, in the hope that I might be able to winkle out of her some further scraps of intriguing information. But I never got an answer. Once again, as has happened so often, an individual who yesterday spoke out loudly and clearly today falls inexplicably silent. I never heard of any further utterances given by Dorothy Kilgallen about UFOs. I imagine that she was effectively silenced, as so many others have been over the past thirty years.

The Kilgallen report of May 22, 1955, was reproduced, as I have indicated above, in FSR, issue No. 3 (July/August 1955.) But be it noted that already, in his Editorial leader in Issue No. 2 (May/ June 1955) Derek Dempster had opened with the following significant paragraphs!: —

"Government statements on Flying Saucers have always been confusing, and the general consensus of opinion has been that officialdom was fust as anxious to know the answer to the riddle as anyone else.

"But last month something happened which gave rise to the belief that Whitehall did in fact have the UFO answer.

"The Air Ministry announced that the results of a five-year probe into Flying Saucers by the Royal Air Force had been submitted to high-ranking officers, but that, for security reasons, it was never to be revealed to the public.[1]

I find it remarkably strange that nobody today ever seems to remember this Editorial in FSR, or quotes from it. Clearly it has been generally forgotten — *a fact for which the faceless bureaucrats in Whitehall have surely had reason, many, many times in the past quarter of a century, to be more than ordinarily grateful.*

* * * * *

We come now to FSR Vol.1, No. 4 (September/ October 1955), where we find, on page 5, a report under the heading "Landed disc entered in Argentine." The report ran as follows: —

"On May 7, the Caracas, Venezuela, daily *El Universal* carried a story of an engineer's encounter with a saucer and its dead occupants in 1950.

"The engineer was driving along a road in the Bahia Blanca district of the Argentine, when he saw a metallic disc-shaped object on the ground. He stopped his car, got out, and went to investigate.

"He watched for a few moments to see what would happen, but, as all was quiet, he approached it and found a sort of curved divan with three seats, two of which were occupied by small beings covered from head to foot, except for an opening for the face, in tight-fitting overalls.

"He estimated their height to be about four feet. Their faces seemed charred and burnt. Another little creature was sprawled in a seat situated in approximately the centre of the cabin.

"In front of them was a screen with rays playing on it, and on the top of the screen was a rotating glass-like globe.

"An ungovernable impulse urged the engineer to touch one of the creatures. It felt stiff and rigid. It was then, he said, that some inner voice warned him to get out as soon as possible, as he was in the presence of 'strange life.'

"He rushed to his car, and returned to his hotel at high speed to relate his story to a few intimate friends, who returned to the scene with him on the following day.

"On reaching the spot, however, all they found was a heap of ashes[2] and, in the sky above them, a cigar-shaped object and two discs.

"One of the discs was hovering at an estimated height of 2,000 feet. It was about 30 ft. in diameter. The engineer took pictures of it, but of the six exposures, only two showed the craft with any degree of clarity.

"The group felt that they had been observed during their visit, for the two discs shot up, merged with the 'cigar', which, after travelling horizontally for a short distance, disappeared into space at a colossal speed."

(This report was also published by *APRO* in their Bulletin.)

Three years later, in the summer of 1958, FSR reader Peter Roe of Nottingham was good enough to send me a slightly fuller version of this same report, which gave the name of the man who had had this experience in Argentina with a crashed disc. He was, it seems, Signor Eorice Bessa, aged 44, and Italian architect, formerly a pilot in the Italian Air Force in World War II, who had since become a citizen of Argentina.

* * * * *

My next selection from the past comes from FSR Vol. 2, No. 1 (January/February 1956) where we find, on page six, under the title *Let's Talk Space. Flying Saucers Are Real*, a highly interesting report from a Special Correspondent of FSR visiting Mexico.

The first part of the article runs as follows:—

"The United States Authorities have established that flying saucers are manned by visitors from outer space. They are trying to work out a method of breathing and staying alive in our atmosphere before landing and establishing contact.

"This statement was given to a *Flying Saucer Review* special correspondent by a top ranking American V.I.P. — a man whose name would ring millions of bells throughout the world. Here is the report.

'One morning during the summer of 1951, news reporters, news photographers and movie camera men moved into the airport at Mexico City to meet a V.I.P. from the United States. The group was gathered together, and waiting for the visitor, when somebody looked up and gave a shout. Three saucers were hovering over the airport at a height of about 5,000 feet.

> 'Immediately the cameras went into action, and many photographs, in colour, black and white, stills, and movies, were taken. People poured out of the waiting rooms and restaurant, and several hundred had a fine view of the saucers before they darted off at high speed in a southerly direction. The day following, the newspapers of Mexico City broke the story on their front pages, but there were no pictures. It was reported that the pictures had all been taken by the authorities, and that, after a study had been made by the Mexican and United States authorities, they would be released for publication. So far[3] they have not appeared.'

"Later that summer, a highly placed American who was in touch with Air Force

Intelligence and in a position to know the facts about flying saucers, admitted to *Flying Saucer Review's* special correspondent, after trying to shrug off the Mexico City Airport incident as 'mob hysteria,' that a camera does not become hysterical, and that dozens, perhaps hundreds, of pictures were taken that day.

"Having got that far, he revealed that it had been established that these were visitors from another planet. That they were completely friendly — their hovering over defence establishments and airports being taken to mean 'We could blow you all to bits at our leisure if we had any evil intent.' That they were undoubtedly trying to work out a method of remaining alive in our atmosphere before landing and establishing friendly communications, and that the United States authorities were completely convinced that Earth had nothing to fear from them. That the U.S. Air Force had been ordered to take no action against their craft.[4]

"Asked why such emphasis had been imposed on denying their existence, and on censoring reports, the V.I.P. official — who would equal a British Cabinet Minister — said that the U.S.A. wanted her people to concentrate on the real menace, Communism; and not to be distracted by the visitors from outer space.

"He went on to say that the Orson Welles broadcast some years ago had demonstrated what reaction might be expected were the true facts generally known: a welter of hysterical nonsense, and a complete disorientation from the tasks in hand. Rumours and speculation would create an atmosphere that the skilled propagandists of the Kremlin would be sure to make the most of.

"Questioned about landings, the official admitted that there had actually been contact with the men in the saucers, and that on three occasions there had been landings which had proved disastrous fro the occupants. On each of these occasions breathing the heavily oxygenated atmosphere of this Earth and literally incinerated the visitors from within and had burned them to a crisp.

"At Cuernavaco in Mexico later in the summer of 1951, flying saucers came up in a conversation between our Special Correspondent and a group of Mexican professional men. One of them, an engineer engaged in highway construction, said that he had actually helped to load a flying saucer and its dead crew into an American 'Flying Box-Car' aeroplane. The saucer, according to the engineer, had come down in an uninhabited valley in the Sierra Madre, near where his crew were working.

"'Ah, Señor,' he said, 'they were handsome, those little men, with fine features and beautifully formed tiny hands. But there must have been an explosion in their craft, for they were burnt black, and when I touched the face of one of them the skin came off under my finger as though it had been cooked!"

* * * * *

Such, then, was the gist of the special report from FSR's correspondent who went to Mexico in 1955 and secured a personal interview with a top-ranking American V.I.P. regarding the reality of crashed saucers containing small dead beings. But who, you may ask, was this "top-ranking American V.I.P." anyway, and why should one attribute any value whatsoever to such a tale?

The truth as to the identity of the V.I.P. can be revealed, as he is no longer in this world. I contacted FSR's Editor, Derek Dempster, immediately after reading this article in our Journal early in 1956. I asked whether he would kindly tell me, in strict confidence, who the American V.I.P. was?

He replied that it was General George C. Marshall, America's impressive Army Chief of Staff in World War II and, subsequently, the equally brilliant Secretary of State whose name is for ever enshrined in that of the famous Marshall Plan, the unique and unparalleled act of vision and idealism whereby America was able rapidly to see the free nations of Europe on their feet once more, put them firmly on the road to economic recovery.

* * * * *

My recapitulation of events and reports as given in FSR of almost a quarter of a century ago has been long enough, and I am anxious to keep it down to a manageable length. But there is still one more piece of evidence to which I must refer if this extraordinary business of the early FSR reports of crashed UFOs and little dead men is to be grasped in its proper perspective.

This final piece of evidence is not merely a report, but a whole book, *Behind the Flying Saucers* by Frank Scully, an American journalist. Frank Scully was a veteran newspaperman, and his book, first published in the United States in 1950, is, so far as I am aware, probably only the second or maybe the third of all the many hundreds of books that have now been written on the UFO Phenomenon. Victor Gollancz of London produced a British edition of it in that same year, which sold out very rapidly. Gollancz had difficulty in finding a single copy when they decided they would like to re-issue the book in 1955, and this edition too was soon exhausted.

Scully's story was about an electrifying lecture, which he said had been delivered at 12.30 p.m. on March 8, 1950, before a small audience (350 students) at the University of Denver, Colorado. There was no advance publicity for the talk, which was described simply as "confidential and scientific." It was given during the lunch break, so that the students had to skip lunch to hear it. The lecturer was brought to the auditorium by a Mr. George T. Kohler of Denver, a staff member of a local independent Rocky Mountain radio station with the call letters KMYR. As to the identity of the lecturer himself, it does not seem that anyone was over-anxious to divulge it at the time, and only after he had gone was it discovered that nobody at the University could say who he was. The local press, when reporting the lecture, simply described him as "an

unidentified middle-aged lecturer." Only later, when Scully's book came out in the same year (1950) was it revealed that the lecturer was a famous businessman and personality, Silas M. Newton, a graduate of Yale, a Texan by birth, and one of the great geophysicists of the American oil industry, with a record of successful oil exploration second to none (and a millionaire as a result).

The subject of Newton's astonishing talk to the students was crashed saucers and little dead crews. Newton told his listeners that there had been, up till that date (March 1950), three of these wrecked craft found in the USA, with their dead crews, and that all three machines and the crews had been inspected by scientists with whom he himself was currently associated in geophysical research. He said that the three machines had contained a total of 34 little men measuring between 36 inches and 40 inches in height. The first saucer, said Newton, was found, "less than a year ago," at a place "within 500 miles of Denver."[5] It was 99.99 feet in diameter and its cabin was 18 feet wide and 6 feet high. The second machine, 72 feet wide, also contained, like the first one, 16 little dead men who, however, had seemingly not suffered from burns like the crew of the first disc, because they had fair complexions. They had no beard, apart from a fine facial down "resembling peach fuzz."

The third disc, said Newton, measured 36 feet in diameter, and contained only two little corpses. The little men had apparently been alive when it landed, but had died as they tried to emerge from the cabin.

Newton gave a vast amount of detail about the craft and the little men — far too much for me to reproduce here. He described the current theories of the American scientists, namely that the discs were *operated magnetically*, and he also related how American service personnel had succeeded in looting a great many of the smaller instruments and fittings before the authorities could put a stop to this souvenir-gathering. Those who want to see the story in detail must try to get Scully's book and read it. And that may not be easy, for, unless somebody has the sense to republish it, I predict that it will remain a rare and much-sought item. Indeed, in the light of the material already winkled put of the Pentagon by Ground Saucer Watch under the terms of the American *Freedom of Information Act*, and in the light of the revelations now made by Mr, Leonard H. Stringfield in the article *Retrievals of a Third Kind* which follows this, there may be a mad rush soon to get Scully's book — poorly written though it may be, like so much of the UFO literature.

The Scully book was dynamite, and it naturally created a sensation. It was therefore imperative that Scully be stopped in his tracks, and a feverish and powerful campaign was at once launched to damn and discredit him utterly. That campaign was 100% successful. Today I wager that you will not find a soul anywhere who has a good word to say for Scully. An unscrupulous hoaxer, they all tell us. *They know.*

But, as Stringfield remarks, the job is now seen to have misfired somehow. For, *"so completely was Scully's UFO retrieval story 'put down', that some researchers*

today have begun to wonder, in retrospect, whether the 'exposure' was not contrived." (Leonard Stringfield, address to MUFON Symposium, July 29, 1978).

I have been in correspondence with Mr. Stringfield and we are extremely grateful to him for his permission to use in our Journal the whole of his material published thus far. In a letter dated March 13, 1979, he has informed me moreover that he has now gathered a considerable amount of further evidence since he wrote the paper which he read before the MUFON Symposium last year. He has at present statements supplied by more than fifty witnesses.

Well, they say "there's no smoke without fire." I suggest that fifty such statements must mean a powerful lot of smoke, and I suggest that the time has come for us to weigh most carefully these extraordinary claims now being made by Leonard Stringfield. It looks as though there may be a real likelihood at last that the whole cover-up will be blown sky-high. If this happens, UFO researchers everywhere will owe a great debt to Leonard Stringfield.

NOTES AND COMMENTS

1. My italics.
2. One may deduce that the corpses had been cremated at the site, and the disc retrieved.
3. The Mexican report from FSR's Special Correspondent presumably dates from some time in 1955, four years after the alleged taking of the numerous photgraphs. Is it necessary for us to add that today, in 1979, there still appears to be no evidence that those pictures have ever been released for publication?
4. From what we know now about the over-all UFO situation, this idea that *all* UFO occupants are harmless to mankind would seem to be an extremely dangerous one to embrace. As to the suggestion that Air Force pilots had, or have, been ordered to take no action against UFOs, we now know that there is a mass of evidence to refute this and that airmen have lost their lives when going after UFOs. Perhaps we may conclude that in 1955 somebody in high office still *thought* that all UFOs were "friendly," but that today they know far too much to fall any more for such a naive idea.
5. This is the UFO which Leonard Stringfield says came down in 1948 at Aztec, New Mexico (Lat. 36° 49 N. Long. 108° 59 W.). Stringfield takes it to be the first of the crashed hardware, but I would point out that if Hughie Green's story is true then it cannot be the first, since Green says he heard his radio newsflashes about a crashed saucer *in June 1947*, the same month as Kenneth Arnold's famous sighting which began it all.